

NOVEMBER 24, 1950
TECHNOLOGY DEPT.

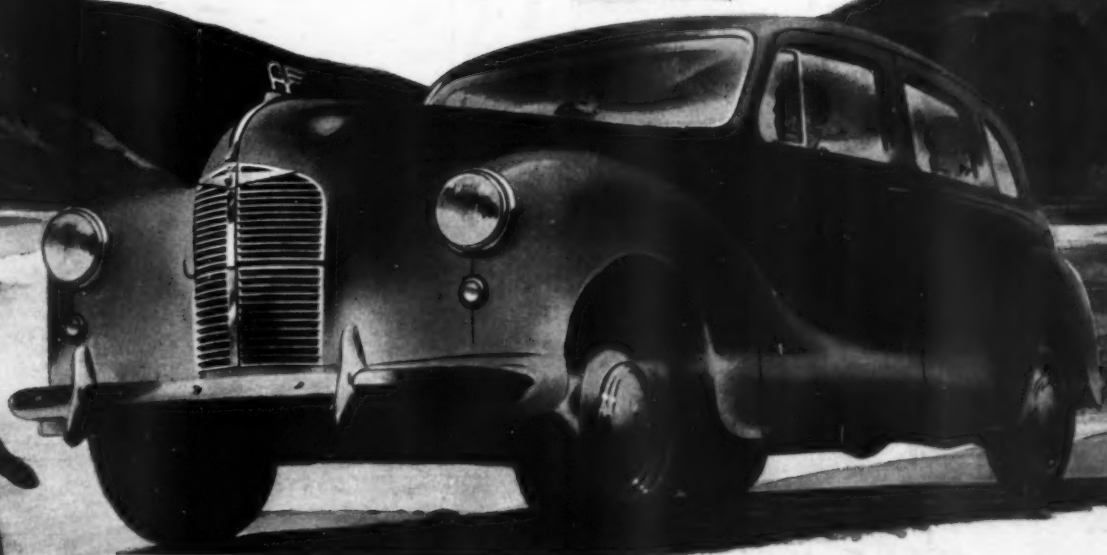
9^D

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

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DEC 12 1950
DETROIT



LOGGING THE MILES IN B.C.

The Austin A40 had no difficulty in making a great name for itself in British Columbia. A roomy saloon that is so liberal with performance and riding comfort, yet so

frugal with fuel, is out of the ordinary run of cars. Most overseas motorists evidently feel the same way . . . the A40 is good for the export drive.

A U S T I N—you can depend on it!

WHEN
DESIGN
IS
FLUID
PROGRESSIVE
MANUFACTURERS
LOOK
AHEAD
TO

GIRLING

THE BEST BRAKES IN THE WORLD

HYDRAULIC

THE BEST
BRAKES
IN THE
WORLD
AS

BRAKES

ADVANCED IN
PERFORMANCE
AS THE CARS
AND COMMERCIAL
VEHICLES TO WHICH
THEY ARE
FITTED

The Originators of the
**HYDRAULIC MECHANICAL
SYSTEM**

GIRLING LTD KINGS ROAD
TYSELEY BIRMINGHAM II

You do the
DRIVING Sir,
and let ME do
the dirty work..
it's BETTER and
CHEAPER

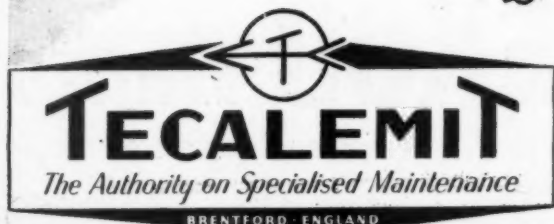


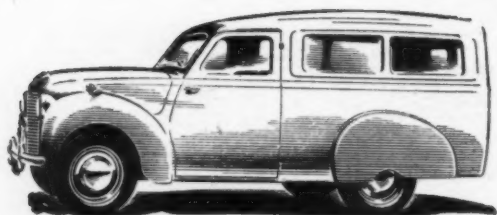
POINTS OF TECALEMIT SERVICE

- ❶ Chassis Lubrication.
- ❷ Springs sprayed.
- ❸ Engine, Gear Box and Back Axle checked for oil.
- ❹ Bodywork and Metalwork washed and polished,
- ❺ Brakes and Steerings carefully inspected.
- ❻ Tyres inspected and checked.
- ❼ All work recorded.
- ❽ Reminder sent you when car needs re-servicing.

*From all Garages and Service Stations
displaying the Target and Arrow Sign.*

Lubrication and Servicing Equipment
for every Industry.
Metering and Filtration.



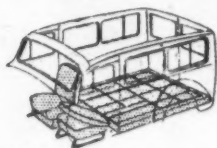


**ITS
GOOD GOING
IN A
UTILECON**

... because it's so comfortable

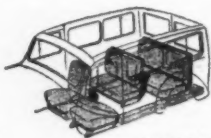


You'll appreciate the de luxe comfort, armchair upholstery, exceptionally smart appearance and the adaptability of the Utilecon.



VAN

A van with roomy flat floor space, yet in 30 seconds it can be transformed into a smart streamlined saloon with seating for five or seven persons.



SALOON

The Utilecon is available on 5-6 cwt. or 10-12 cwt. models of Bedford, Ford or Morris, and full particulars can be obtained from the manufacturers of these makes or direct from the Utilecon designers.

Martin
UTILECON[®]
Registered
DESIGNERS
Walter Ltd

**145-147 SANDGATE ROAD
FOLKESTONE**

Telephone : Folkestone 3103

NEW

**COMPACT
EASILY FITTED**



CAR RADIO *for all!*

THIS new Ekco Car Radio, model CR117, can be mounted as a single compact unit, or in three separate parts. Your Ekco Car Radio Service Dealer finds it easy to install in cars of any year or make—and the price, considering the newly designed adaptability and features of the receiver, is surprisingly modest. Model CR117 has press-button control of three pre-set stations and manual tuning, with an R.F. stage for improved sensitivity. A 3-way tone control is provided, and a dimming switch allows the illumination on the clear, magnifying Diakon tuning scale to be varied according to need.

22 Gns. (Tax paid)

EKCO Car Radio Model CR117 — a quality-built 6-valve superhet comprising power pack, receiver and speaker which can be mounted as one or in three separate units according to car layout. Impressive performance, unquestioned reliability. Available for 6-v. and 12-v. operation, in Black with Green tuning scale or Beige with Maroon scale.

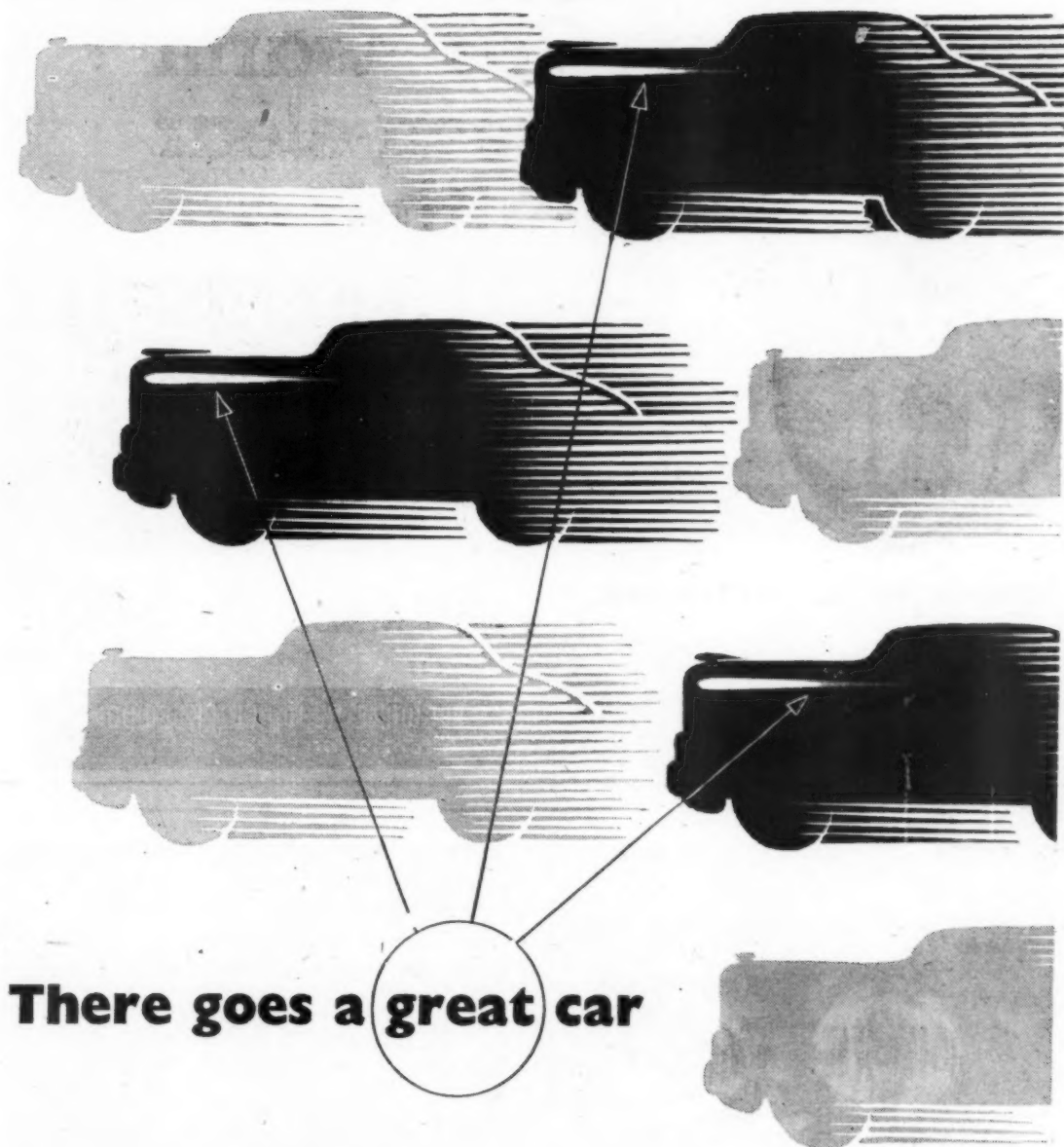
Ekco car radio is standard optional equipment for the Austin A40, A70 and A90, for the Ford V8 Pilot and many other outstanding cars. Here's proof of Ekco quality and reliability!

EKCO Radio

For Car, Coach or Commercial Vehicle

E. K. COLE LTD., EKCO WORKS, SOUTHEND-ON-SEA, ESSEX



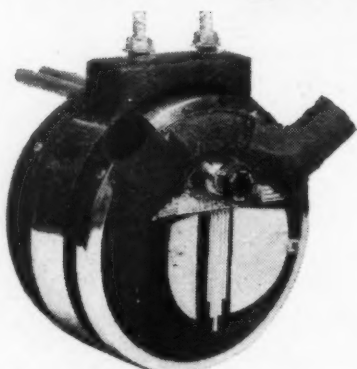


There goes a great car

Through all the changes of car fashion one symbol has endured — the famous bonnet flutes which have distinguished Vauxhall cars since the earliest days of motoring. To Vauxhall owners the flutes have become a hall mark . . . of performance with an extra turn of speed . . . of supreme comfort in riding and driving . . . of economy in first cost and running costs . . . of nation-wide Square Deal Service. Today the flutes grace two outstanding Vauxhalls — the 2½ litre 6-cylinder Velox (£450 plus £125. 15. 0 p.t.) and the 1½ litre 4-cylinder Wyvern (£395 plus £110. 9. 5 p.t.).

...Vauxhall

keep your Car warm and your screen clear by fitting a **GALLAY CAR HEATER**



A.4 PUMP TYPE HEATER

A handsome high efficiency article, a welcome addition to the finest car. Heat control doors direct maximum heat in the direction required. Twin demister outlets included. Built-in rheostatic switch controlling fan speed. Measurements: 7" dia. x 5.9/16" O.A. (6.1/16" O.A. with bulkhead mounting). 6, 12, or 24 volts.

MODELS AVAILABLE FOR ALL PUMP COOLED CARS AND THE FOLLOWING WITH THERMO-SYPHON COOLING—Austin 8, 10, 12; Fiat 1100; Ford 8, 10; Hillman Minx Marks I, II, III; Jowett Bradford; Morris 8 series E and Minor (water pump supplied with heater); Singer 10; Standard 8, 9.

DEMISTER AND INSTALLATION KITS supplied wherever possible to suit each individual car.....ensuring

INSTALLATION WITHOUT IMPROVISATION]

Prices from £8 8s. Consult your garage or write to:

DELANEY GALLAY LTD · VULCAN WORKS · EDGWARE ROAD · CRICKLEWOOD · N.W.2
TELEPHONE: GLadstone 2201



LET

NOTEK

BE YOUR EYES
IN
FOG & DARKNESS

The World's Safest NON-GLARE Fog, Driving & Pass Lamps

PASSMASTER—Triumph of Optical Research. Throws a powerful beam to the near side of the road only—eliminates dazzle.

ROADMASTER—Range 300ft. Width 80ft.

SPEEDMASTER—Range 600ft. Width over 40ft. Recommended for private cars, particularly those under 20 h.p.

FOGMASTER—Range 400ft. Width 80ft.

DRIVEMASTER—Range 800ft. Width over 40ft. Recommended for larger cars and commercial vehicles.

The superb Notech beam can only be achieved by using Notech Mazda 36-w. horizontal filament bulbs.

A NEW DEVELOPMENT:—
NOTEK REVERSING LIGHT.

Ask for detailed brochure
Obtainable from Garages and Motor Agents.



FINGER *tight*

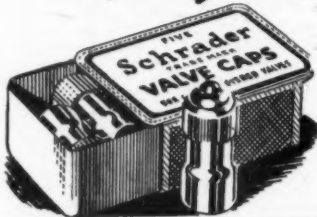
FIXING OF THE VALVE CAP GIVES AN AIR SEAL UP TO 250-LBS PRESSURE

When the valve cap is replaced it should always be applied finger tight. The final twist you give it not only seals the valve but anchors the cap securely in place. Vibration will not loosen it nor cause it to work off. Schrader valve caps form an air seal up to 250-lbs pressure and protect the valve mechanism from the harmful effects of dirt and grit.

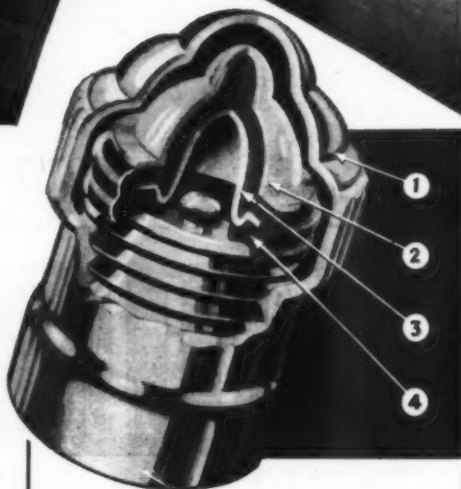
Schrader

STANDARD TYRE VALVE

Keeper of the Air you ride on

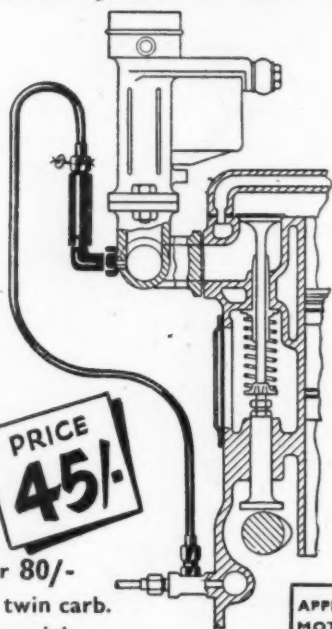


Always replace the valve cap
Sold in boxes of 5



- 1** Valve cap body shell.
- 2** Brass swivel plate allows cap shell to turn independently of rubber washer. This assures proper seating of washer.
- 3** Brass dome-shaped plate provides an indestructible chamber for safe clearance of valve core pin.
- 4** Moulded rubber washer seals valve mouth when cap is screwed on firmly by hand, while rubber between plates 2 and 3 provides spring action and maintains positive seal.

40,000 MILES MOTORING Guaranteed without a rebore!



PRICE
45/-

or 80/-
for twin carb.
model

APPROVED BY LEADING
MOTOR MANUFACTURERS

The Davies 'Topcyl' Lubricator is guaranteed to prevent cylinder wear by injecting a spray of oil direct to the cylinder head during the first 5 minutes of "dry" running. This method is so absolutely reliable that, should excessive wear occur within 30/40,000 miles motoring (depending on H.P. of car) we will pay the cost of a rebore up to £25.0.0d., under the terms of our Written Guarantee. Order NOW before the cold weather from your Garage or direct from E.D.K. Products.

- Completely automatic—needs no attention
- No containers to be filled—Easy to install

The DAVIES

Topcyl

LUBRICATOR

WRITE FOR ILLUSTRATED LEAFLET TO:—DEPT. A. E.D.K. PRODUCTS, 322, HIGH HOLBORN, W.C.1. TEL: HOL 7481

CASTLES

For Factory Reconditioned Service Units

*In the
Centre
of things*

● LEICESTER



Parts Service

HUMBER
HILLMAN
SUNBEAM-TALBOT

CASTLES
MOTOR CO (LEICESTER) LTD

PHONE:
LEICESTER 65251 (5 LINES)
GRAMS:
CASTLE LEICESTER

CHURCH GATE ● LEICESTER

● TRADE SUPPLIED

JAGUAR DOES 107.46 m.p.h. FOR 24 HOURS!

Starting at 5 p.m. on Tuesday, 24th October on the Montlhéry Track, near Paris, a production model Jaguar XK. 120 driven by Leslie Johnson and Stirling Moss covered a distance of 2,579 miles in 24 hours at an average speed of 107.46 m.p.h. . . . using

Esso

the oil for wiser drivers

JAGUAR DRIVERS KNOW

It pays to say



ANGLO-AMERICAN OIL COMPANY LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1.

VOKES FILTERS

contribute to yet another
sensational performance

104 miles in 1 hour

BY A Bristol 2-LITRE
SALOON AT MONTLHERY,
FRANCE, on OCTOBER 12



VOKES Air and lubricating oil filters are fitted as standard equipment on all Bristol 2-litre cars. The contribution which they make to performance and reliability is demonstrated not only by such gruelling tests as the above, but also in day to day use on the roads of the world.

VOKES

Pioneers of scientific filtration

VOKES LTD. Head Office: Guildford, Surrey.
London Office: 40 Broadway, Westminster, S.W.1.

Represented throughout the world.

Vokes (Canada) Ltd., Toronto.

Vokes Australia Pty. Ltd., Sydney.

<p>CAR ACCESSORIES CATALOGUE Over 1,000 bargains listed and fully illustrated. The first catalogue of its kind since 1939. Send 6d. for your copy now. Post free.</p>	<p>JAGROSE NON-FLAME CELLULOSE SHEETS 20/1000 thick. 52in. x 24in. 16/9 26in. x 24in. 8/9 17in. x 24in. 6/- Post 9d.</p>	<p>JAGROSE OIL SPRAY GUNS Pump action operated by one hand, gives fine mist-like spray. Each 35/- Post and pkg. 1/-</p>	<p>JAGROSE FULL CAPACITY CAR BATTERIES Fully Guaranteed. For regular use of Starter and Lights. Type Volts Amps. Size in inches Price A 6 35 6 7/32x6 13/16x7 79/- L 6 69 8 1/2 x 6 13/16 x 7 82/- G 12 38 11 x 6 13/16 x 9 135/- Packed in Crates and Carriage 7/6. There is a Jagrose battery to suit every car. Quotations by return.</p>
<p>JAGROSE Super de Luxe MOTOR OIL 5-gallon 28/6 1-gallon tins 6/9 Post 1/6. Drums free. Used nationally by thousands of satisfied customers for over 60 years.</p>	<p>JERRICANS 41-gallon containers repainted and in first-class condition. Every can guaranteed and pressure tested before despatch. 6/6 Post 1/6 each.</p>	<p>SCHRADER TYRE PUMP Ex-W.D. Remove sparking plug, fit pump and inflate tyres whilst engine runs. State whether 14 or 18 mm. plugs. Limited supply. 9/6 each. Post 9d.</p>	<p>JAGROSE TYRE PRESSURE GAUGE Clips into pocket like a pencil. Each 5/- Post 6d.</p>
<p>JAGROSE LIGHT CAR JACK Complete with handle. Post and packing 1/-. 11/6</p>	<p>JAGROSE RADIATOR HEATER 250 hours at one filling. Paraffin fuel. Each 16/- Post 1/-.</p>	<p>SUMP HEATERS 250-hour. Paraffin fuel. Each 21/- Post 1/-.</p>	<p>SPONGE RUBBER CUSHION INTERIOR For car seats. Size 14in. x 11in. x 1 1/2in. Post 1/-. 11/6 Can be used covered or uncovered.</p>
<p>JAGROSE Ethylene Glycol Radiator ANTI-FREEZE 1 pint 6/6 1 quart 13/- Post and packing 1/- Amount required—1 pint Glycol to 4 Pints Water. Please send container.</p>	<p>JAGROSE CAR FOOT PUMPS "QUICK FIT" CONNECTION. Standard, 6in. x 2 1/2in. barrel. 19/11 De Luxe, 6in. x 2 1/2in. barrel. 32/6 Super, 6 1/2in. x 2 1/2in. barrel. 31/6 Very efficient. Fully guaranteed. Packing and Carriage 1/3.</p>	<p>JAGROSE CAR WING LAMPS Black, 5/6 and 7/6. Chrome, 8/6 and 10/-. Bulbs 1/6 each extra. Post 9d.</p>	<p>JAGROSE CAR WING LAMPS Black, 5/6 and 7/6. Chrome, 8/6 and 10/-. Bulbs 1/6 each extra. Post 9d.</p>

JAMES GROSE LTD
379-381 EUSTON ROAD LONDON N.W.1 • EUS 5231

Conway

LOOSE SEAT COVERS For
perfect style, comfort
and economy ...

Expertly tailored for Armstrong Siddeley, Austin, Citroen, Fiat, Ford, Hillman, Humber, Jowett, M.G., Morris, Renault, Riley, Rover, Singer, Standard, Sunbeam-Talbot, Triumph, Vauxhall, Wolseley and other makes of cars.

EXAMPLES OF RETAIL PRICES FOR COMPLETE SETS

Austin A.40.....	£7 5 0
Ford 8 h.p. and 10 h.p. (all models, 1932-1950).....	£6 10 0
Ford V.8.....	£9 10 0
Hillman Minx.....	£7 5 0
Humber Hawk and Snipe.....	£9 10 0
Morris Minor.....	£6 15 0
Standard Vanguard.....	£8 19 0
Vauxhall, Velox and Wyvern....	£7 10 0

Obtainable
from garages,
motor dealers,
etc.



CONWAY CAR ACCESSORIES LTD.
185, THE VALE, ACTON, W.3.

Telephone: Shepherds Bush 1079.

Cables: Concover, London

The  1500



Dignity, style and perfect balance.

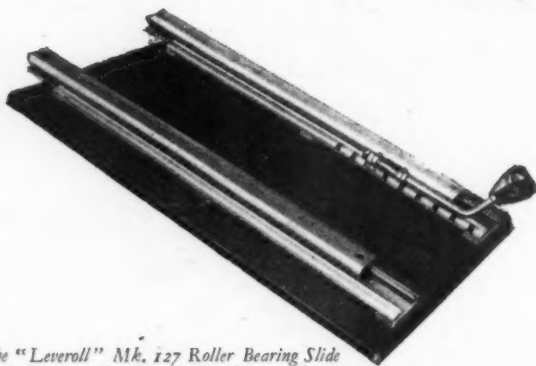
High performance cloaked in quiet good manners.

Real comfort for 5-6 in a one-and-a-half litre. This is the S.M. 1500.

★ The Autocar: '*... Highly acceptable to a driver who cares above the average for the way in which his car performs and handles.*'

SINGER MOTORS LIMITED • BIRMINGHAM & COVENTRY • ENGLAND

MOTOR SHOW PROVES CHAPMANS popularity



The "Leveroll" Mk. 127 Roller Bearing Slide mechanism provides the smoothest horizontal seat adjustment. It was fitted to 26 cars at the Motor Show.

Investigation at the recent Motor Show showed that more British cars were fitted with Chapmans Adjustable Seat Mechanisms than any other make.

In addition, nearly a quarter of the foreign cars were fitted with Chapmans mechanisms made abroad under licence.

Leading car manufacturers and coachbuilders fit Chapmans Adjustable Seat Mechanisms, but individual models can be obtained from motor factors and traders.



EST.
1901

HEADQUARTERS FOR ADJUSTABLE SEATING

A. W. CHAPMAN LTD.

RANELAGH GARDENS

FULHAM

LONDON, S.W.6

TELEPHONE: RENOWN 1378

TELEGRAMS: LEVEROLL, PHONE, LONDON

ALWAYS

"FIT"



CASTORS

2" dia. to 40" dia.
wheels as shown.

Capacities up to
30 TONS EACH

Over 5000 types and
sizes available.

SPECIFY:

Quantity, type and size
of wheel. Type of head
fitting, load and
running conditions.

Ask for Brochure.



ENGINEERS, PATENTEES & SOLE MANUFACTURERS

AUTOSET (PRODUCTION) LTD., Dept. K, Stour Street, B'HAM 18

Established over a quarter of a century.

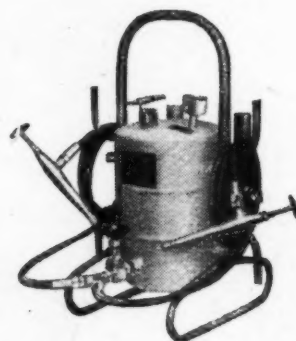
Please mention "Autocar."

ENTIRELY
PORTABLE

SELF
CONTAINED

FITS ALL
NIPPLES

Successfully
clears & lubri-
cates all blocked
nipples



Juniper

TWO GUN LUBRICATOR

for high & low pressure lubrication

MODEL 'J' Price £30 (with 5 gallons lubricant 50/-). Low Pressure gun delivers from 10 lbs. per sq. in. to a direct pressure of 6,000 lbs. per sq. in. High Pressure gun delivers from 6,000 lbs. per sq. in. to a direct pressure of approximately 20,000 lbs. per sq. in. Also the CARRY model for works, factories and private garages. Full particulars from:—

LANG OVERSEAS LIMITED

75, OXFORD STREET, LIVERPOOL



OVER
2,000,000
CARS

**FIT
ARMSTRONG
SHOCK ABSORBERS**

FOR BETTER RIDING

The advertisement features two detailed illustrations of Armstrong shock absorbers. One is a coil-over unit with a cylindrical body and mounting brackets, positioned in the upper right. The other is a more complex unit with a larger, ribbed cylindrical body and multiple mounting points, positioned in the lower left. A white diagonal banner runs from the top left to the bottom right, containing the text 'OVER 2,000,000 CARS'. A white rectangular box is placed over the lower right portion of the shock absorbers, containing the text 'FIT ARMSTRONG SHOCK ABSORBERS'. Another white diagonal banner runs from the bottom left towards the bottom right corner, containing the text 'FOR BETTER RIDING'.

ARMSTRONG'S PATENTS .CO. LTD.

BEVERLEY

YORKS

LUBRICATION COSTS . . .

GAMAGES REMIND YOU
THAT BUYING OIL IN
SMALL QUANTITIES

COSTS APPROX. DOUBLE....

AVERAGE PRICES FOR
SMALL QUANTITIES OF
OTHER WIDELY
DISTRIBUTED OILS.

Half-Pint	10d.
Pint	1/5
Quart	2/7

the price of 5 gallons of
GAMAGES High-Grade
'PREMIUM' OIL!
For convenience and economy
keep a 5-gallon drum of
Gamages 'Premium' Oil in your
garage, and top up, or change
oil as required. You will be
using oil with all the latest
scientific advances, and save
pounds on lubrication costs.

GAMAGES DETERGENT 'PREMIUM' MOTOR OIL

The most inexpensive
of all good oils

SOLD DIRECT
in 5-GALLON
DRUMS at

35/-

Carr 3/- outside van delivery
area, England or Wales.

5 gallons of an equivalent
oil bought in half-pints
costs approximately

66/8

Gamages 'Premium' Oil :—

- CLEANS THE ENGINE as it runs.
- Reduces oxydisation and formation of carbon deposit and sludges.
- Has greatly increased film strength; contains an acid-inhibitor.
- Protects engine and bearings from corrosion.

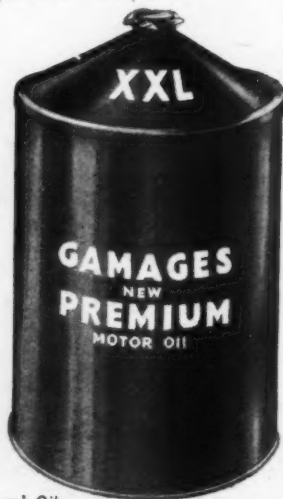
GRADE RECOMMENDATION LEAFLET and full particulars sent free.

A. BB. XL, XXL, XXXL (very heavy), and SAE 20 Gamagolite—the very light grade oil for new cars, and engines just rebored.

GAMAGES FAMOUS 'POPULAR' OIL—30/- 5-Gallon Drum.
as still available. Grades as above.

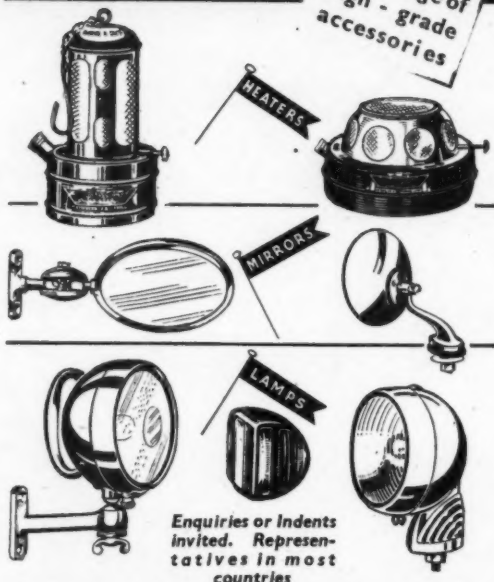
WRITE FOR MOTOR ACCESSORIES and TOOL BARGAIN LIST

GAMAGES, HOLBORN, LONDON, E.C.1 HOLBORN 8484



RAYDYOT MOTOR SPECIALITIES

A depend-
able range of
high - grade
accessories

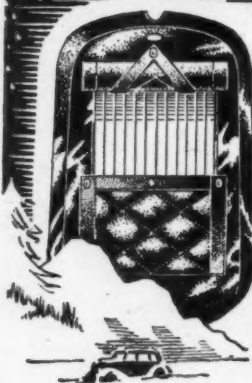


Enquiries or Indents
Invited. Represent-
atives in most
countries

JAMES NEALE & SONS LTD.

GRAHAM STREET, BIRMINGHAM 1,
London Depot: 95, Piccadilly Road, S.W.1

The Fabram ARISTOCRAT of RADIATOR MUFFS Best for Winter's worst



- For quick starting, petrol economy, reduction of starting-train and engine wear.
- For prevention of damage by frost and for conserving engine heat.
- Triple material throughout, clean tailored lines, reinforced seams.
- ALSO THE FABRAM MIN.MUF with Patented quick-action attachment.
- DELIVERY FROM STOCK FOR ALL POPULAR MODELS.

PRICES MUFF

Daimler 24-litre	65/-
P.G. 14-litre	52/6
Rover 16	55/-
Standard 8	50/-
Austin Sheerline	55/-

M'NIMUF

Austin 8-10	35/-
Austin Sheerline	40/-
Austin Princess	40/-
Ford Prefect 1949	35/-
Ford Anglia 1949	35/-

FAXALL PRODUCTS LTD.
BLACKLEDGE WORKS • HALIFAX.

Telephone: Halifax 5208

Telegrams: FAXALL, Halifax



By Name and Nature - PARAMOUNT

Designed to provide a Sports Car of exceptional beauty whilst retaining the distinctive British character favoured by most Sports Drivers.

A coach-built car with all aluminium panelling on an ash frame.

Excelling in Safety, Manoeuvrability, Comfort and Economy, the most important features of present day motoring.

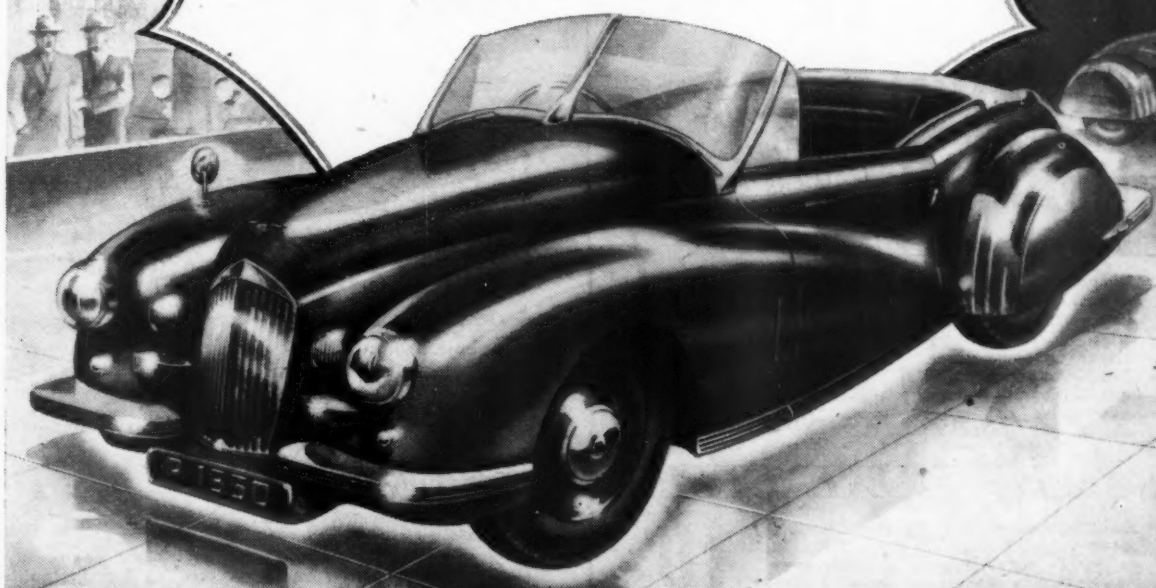
A car which is BUILT TO LAST

10 h.p. de luxe DROPHEAD COUPE - £575
PLUS £160.9.5 P.T.

10 h.p. ROADSTER - - - £498
PLUS £139.1.8 P.T.

SUPERCHARGER £75 EXTRA

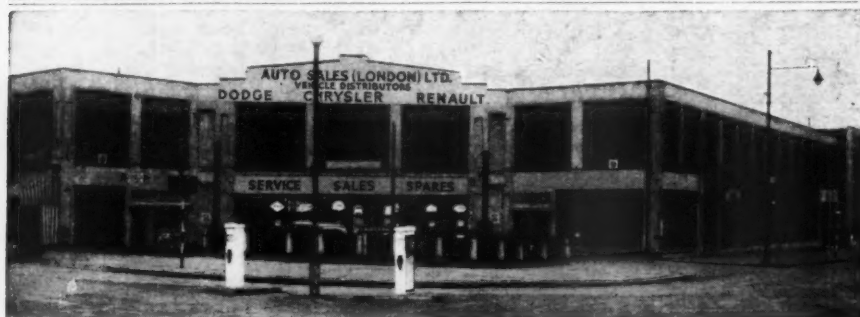
THE PARAMOUNT MARK I



Enquiries should be directed to the Sole Distributors
PARAMOUNT CARS (DERBYSHIRE) LTD.
SWADLINCOTE nr. BURTON - ON - TRENT, STAFFS.
Telephone: Swadlincote 7778

AUTO SALES (LONDON) LTD.

Managing Director: A. GAMBLE, F.I.M.T., formerly of
AUTO SALES CO. LTD.
PARK ROAD, ST. JOHN'S WOOD, N.W.



- * CHRYSLER and DODGE Spares and Service
- * 48-Hour CHRYSLER Replacement Engine Service
- * A visit from all our trade friends welcomed

Now available for all Services

59/65, BELSIZE ROAD, SWISS COTTAGE, N.W.6

Téléphone: MAIDA VALE 5555

APPOINTED DISTRIBUTORS

CHRYSLER • DODGE • RENAULT

"TIPTONE"

REGD

PREMIUM
 (DETERGENT)
MOTOR OIL

gives Higher oil pressure
 . . . Lower oil consumption . . . cleaner engines. TIPTONE the detergent OIL that retains its "body" at higher temperatures. Blended to Standard SAE classifications — descriptive leaflet and grade charts on application.

SEE WHAT
 ENTHUSIASTIC
 USERS SAY:—

"... transformed a filthy engine into a clean one after only 400 miles."

P. (NORFOLK)

"... lack of oil pressure completely cured."

B. (BIRMINGHAM)

★ Special TRIAL OFFER

Normally packed in 5 gallon "suitcases" containers, TIPTONE is now offered in 1 gallon trial size cans to enable more motorists to appreciate the benefits of using this Premium Oil.

10'

Delivery Free

JOSEPH BATSON & CO. LTD.

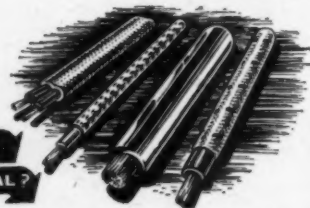
Lubrication Specialists since 1840

TIPTON, STAFFS & Neath, Glam.

GIVE YOUR CAR A TREAT..



Every car deserves the safety and dependability which wiring with Aerialite Auto Cables gives—see your local garage-man about having it done, and keep "mobile".



**WHAT ABOUT A
 NEW RADIO AERIAL?**

The Aerialite range includes models for fitting on the roof, rear bumper, underneath the running board or to the side of the car.

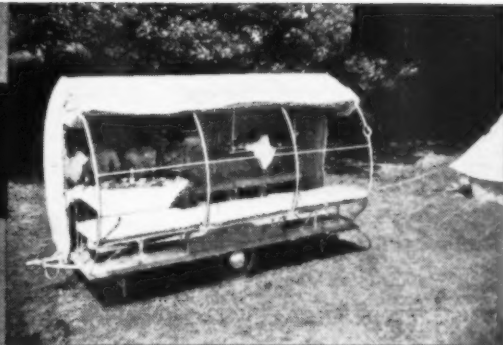
Prices from 19/6 to 35/6

AERIALITE LTD.

CASTLE WORKS, STALYBRIDGE, CHESHIRE, ENGLAND.

Folda-way

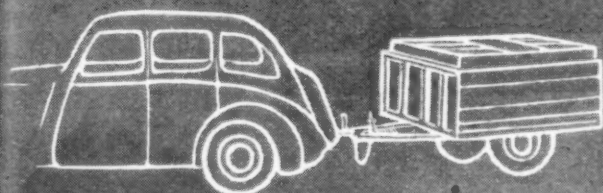
THE CARAVAN THAT FOLDS AWAY



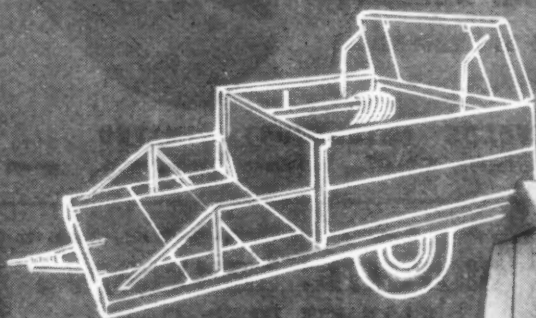
This ingenious new-type collapsible caravan, when closed, has an overall measurement of only 4' 11" x 4' 11", and height from the ground is 4' 0". Weight is less than 7 cwt. It is soundly constructed, with pressed steel easy-clean wheels, 4.75 x 16 tyres and 8" dia. Girling brakes.

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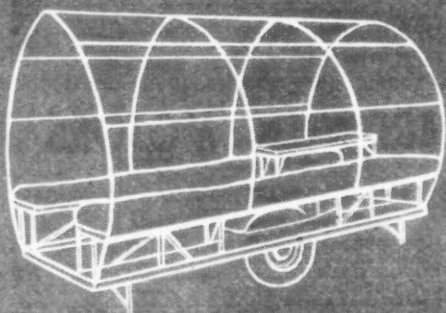
CURRENT PRICE £110 Ex works
EXTRA FOR MATTRESSES



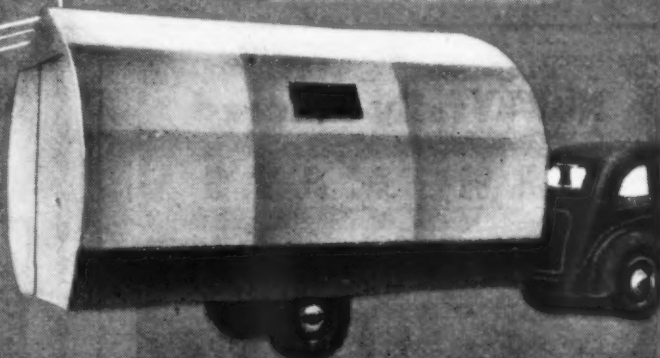
Easily towed behind an 8 h.p. car



"Telescopic Tow Bar"
no storage problems in winter



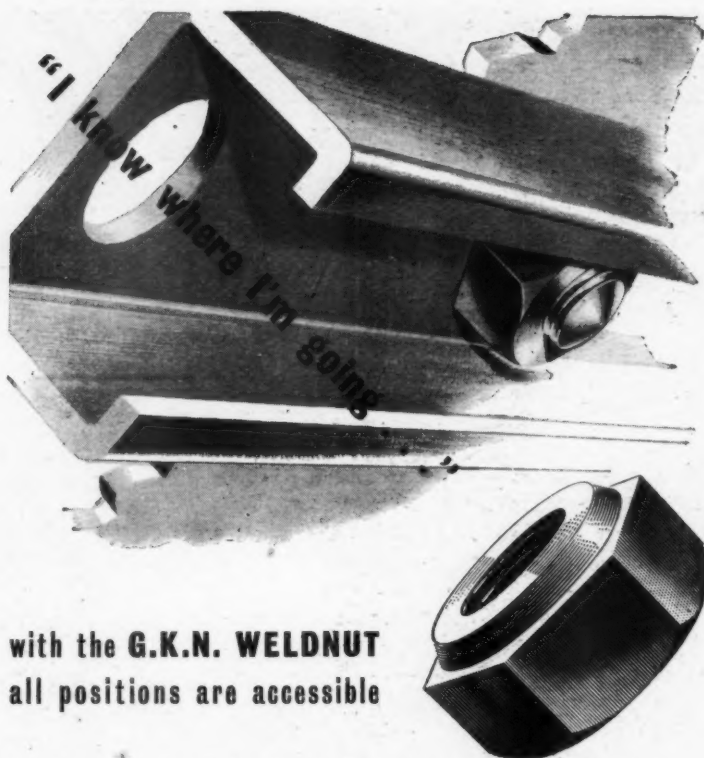
Strong Superstructure
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The skilfully contrived arrangement
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caravan to be towed in the open or
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D/W.N72

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appearance and comfort

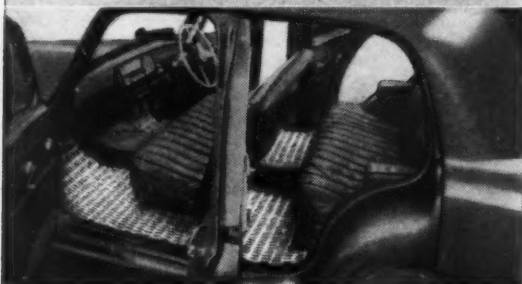


Illustration: NUWAY fibred-rubber link mats in a Hillman Minx.

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PROPS.: C. R. HAMILTON & J. MILLS

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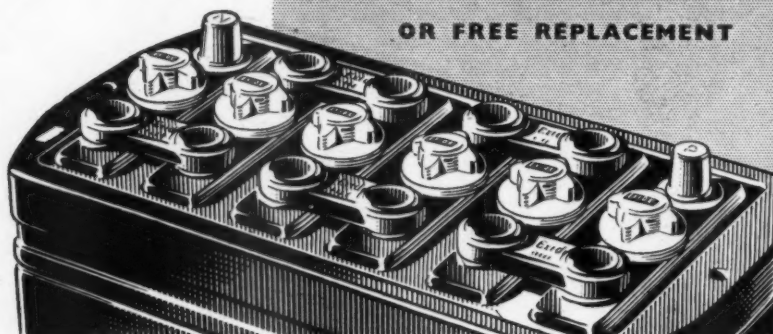


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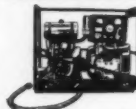
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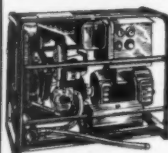
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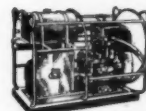
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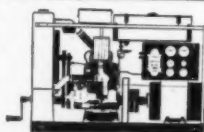
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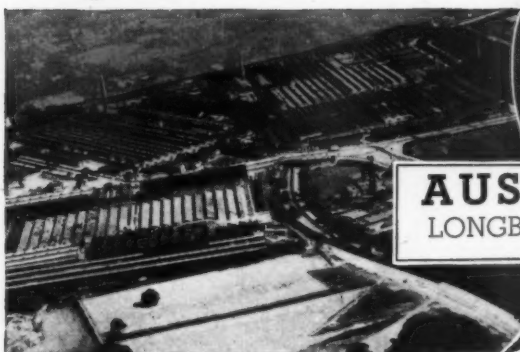
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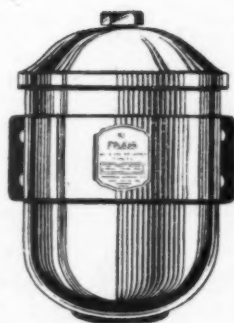
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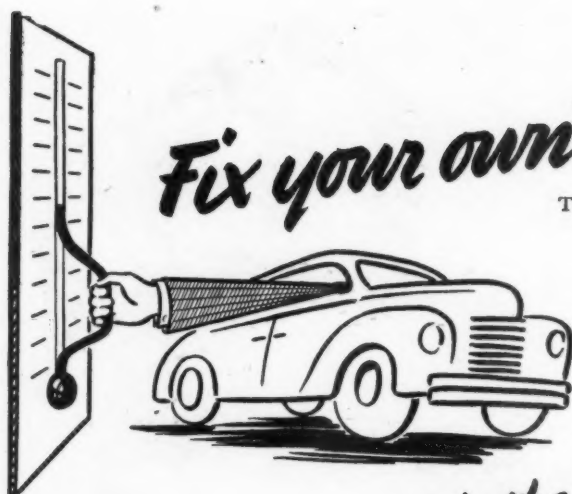
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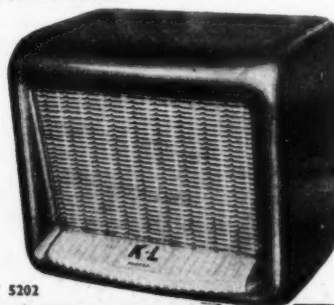
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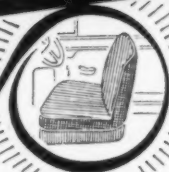


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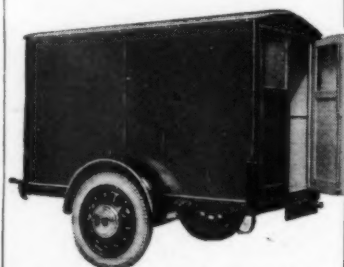
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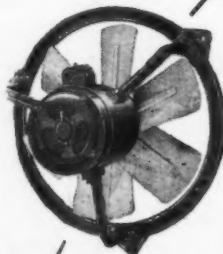
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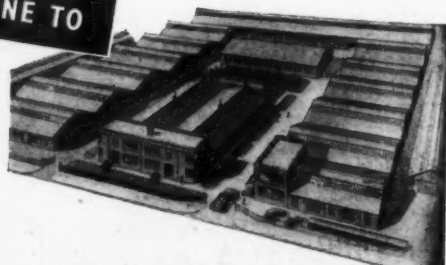
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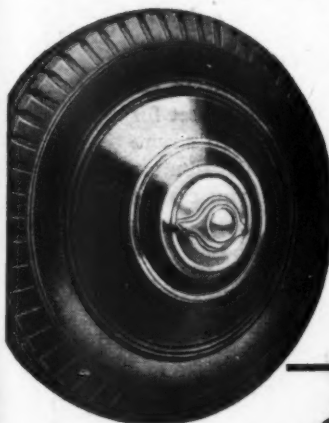
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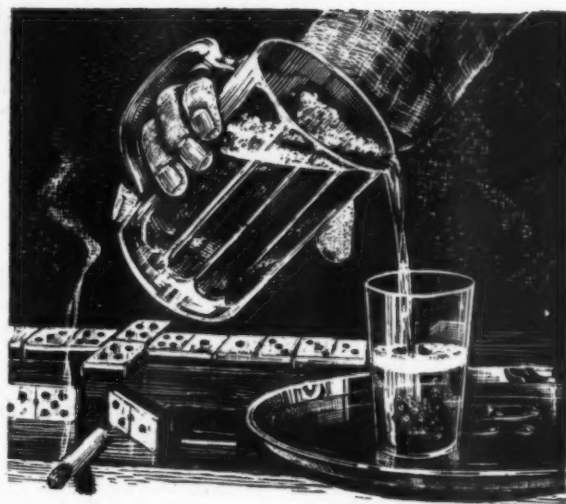


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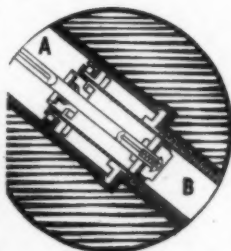
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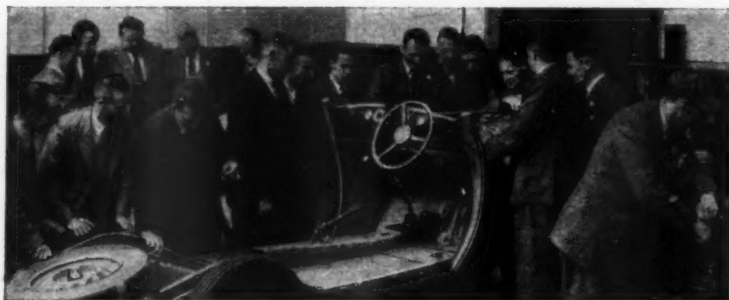
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The Autocar

FOUNDED 1895

No. 2869

FRIDAY, NOVEMBER 24, 1950

Vol. XCV

Clear Thinking on Accidents

LORD LUCAS is to be congratulated on his initiative in calling the conference on road accidents which took place last week; the Parliamentary Secretary to the Ministry of Transport will get all the support possible from the Press to which he appealed. Co-operation, however, in no way diminishes the intractability of the problem, and it is our duty to point out the fundamental difficulty.

Roads and traffic, said Lord Lucas, are as they are, money and labour not being available for rapid change. But accidents are increasing and something must be done, rapidly, before the Government is pushed into promoting unpopular restrictive legislation. While we do not agree that this position need have arisen, or that it need continue, the fact that it exists cannot be disputed.

The problem therefore resolves itself into simple fundamentals. Regardless of road and traffic difficulties, the skilled driver can always drive his vehicle safely from A to B, and the equally skilled pedestrian can carry out his errands and cross the roads in comparable safety. If, therefore, the level of skill, road-consciousness, foresight, patience and unselfishness enjoyed by the paragons can be induced in all road users the problem is solved.

But obviously, of course, it cannot. Many road users have not the intellect or physical capabilities required for the effort of safety. And skill can be acquired only by experience and practical teaching, a small measure of assistance in the teaching being possible by theoretical means. To provide training up to highly skilled levels for the mass of the populace is beyond the powers of any Government, and even to improve on present standards would need a Herculean effort. If, therefore, the road and traffic *status quo* is to be preserved, we say with the utmost regret that intimidating accident totals will continue. The answer still lies in modernized roads to suit modern traffic.

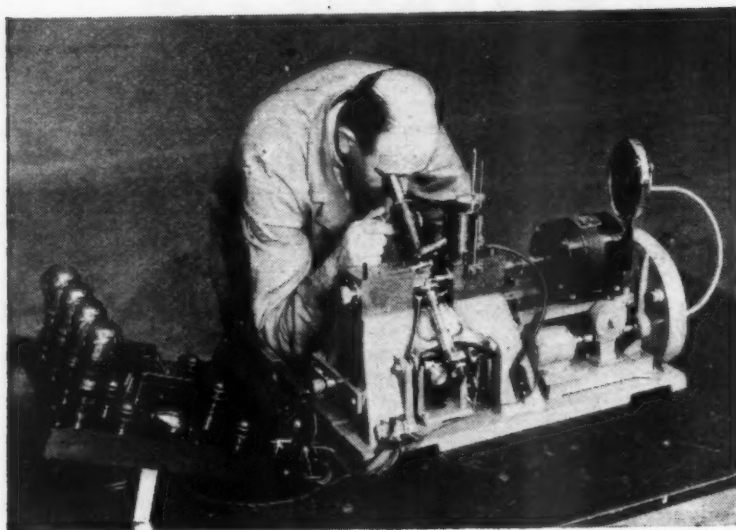
Veteran Sunday

ONCE more the elders of the four-wheel family have made their commemoration journey, and it would be nice to dismiss the run with the customary smile of indulgence and respect. But last Sunday's event brought even more sharply into focus points of misgiving that have arisen since the war.

The enormous crowds everywhere on the route from London to Brighton reinforced the contention of this journal made at the time of the Show—that the consuming public interest in motoring can be ignored only with peril for politicians; but they made the job of the old car drivers undeservedly difficult, for the temperamental machines are not easily handled in the mill of modern saloons. It is not easy to suggest a remedy for this jostling, and we can only appeal for added consideration by "followers." The police must be commended for the latitude they allow the old cars, and it should be pointed out that the drivers do not enjoy taking advantage of this, but are frequently forced to do so by their inability to brake within the distances achieved by modern cars, or to proceed at speeds in the neighbourhood of five miles an hour.

Competitors on the whole are not open to criticism. They take the event in the right spirit and behave accordingly. One form of neglect, however, is to be deprecated. Amongst the great majority of beautifully kept veterans, the few that are stigmatized by unkempt coachwork and shabby wings stand out in unenviable prominence. They may be mechanically sound, and they may be even nearer original condition than the others on which care has been lavished. But they do not reflect the credit on their owners which varnished paint and highly polished metalware are capable of doing. Acceptance for the run should be made conditional on impeccable appearance.

Proving the Product



This elaborate rig, with its microscope, is for measuring friction wear of metals and the values of lubricants. Below: a microphone, oscillograph, noise-level meter, d.c. to a.c. converter and wire or tube recording machines make a formidable team for inside-body noise tests. The camera photographs the image of the noise!



It is only occasionally that firms throw open the doors of their experimental departments to the publicizing eye, as did the Nuffield Organization early in September this year. The detailed research and testing that are responsible for the reliability of the modern car form an important background that the motorist himself is not able to view at first hand. This made the occasion even more interesting. As might be expected in a fairly experienced visitor to various firms, an initial mood of some scepticism must be confessed. It could be felt that large firms who reveal their secrets to the journalist may have an ulterior motive and that perhaps part of it is to "blind by science," in the well-known phrase, the unknowing ones who have not seen anything of the kind before.

For the practical motorist, who knows, or thinks he knows, why cars go wrong, all this battering to pieces on rigs, controlled twisting of torsion bars, freezing in cold chambers and steeping in artificial sandstorms can sometimes appear unnecessary. He feels that, after all, cars are still designed in the same way, with a little inspiration added to a lot of trial and error and the whole usually enhancing the substance of a tradition.

The Nuffield department shows a range of work that covers practically all the important components of a car. The visitor left the large block of buildings that flanks the road at Cowley feeling that the tricks in this particular Aladdin's cave are worthwhile ones. It is out of fashion nowadays to refer so sceptically to the work of scientists as Swift did. He put them in a laboratory resembling that of the Royal Society, on Laputa where, "one had been eight years upon a project for extracting sunbeams out of cucumbers, which were to be put in vials hermetically sealed, and let out to warm the air in inclement summers." In any case, the laugh is on Swift now, for in the age of vitamins, sunbeams out of cucumbers are not so improbable.

The "Dear, Dead Days"

Scepticism of experimental work may be felt by those familiar with the old days of motoring, when it was possible, with the latitude in design that then existed, for the motorist with mechanical sense to modify his car and get more performance by a little filing here, or strengthening there.

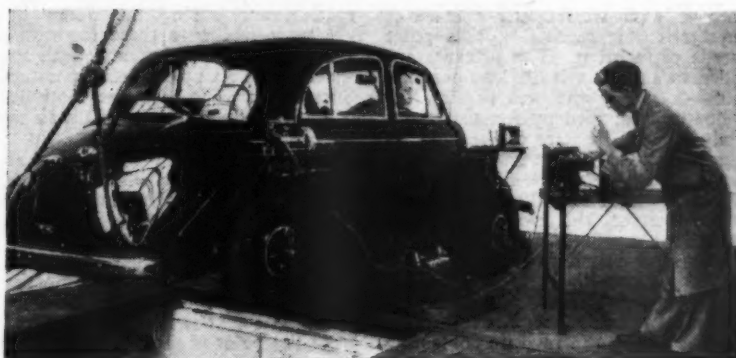
Those days are over. To take just one instance, the "colonial test" at Cowley. The car is mounted on rotating rollers whose periphery is formed of specially designed potholes that reproduce the conditions of African and Belgian roads. These export conditions demand such testing. Not merely of one or two cars, but a

INGENIOUS TEST RIGS IN THE NUFFIELD EXPERIMENTAL DEPARTMENT

whole production batch must give uniform standards. This rig will wear out a set of tyres in about 50 hours' running. On it, a new or modified design is pounded by the hour, and the test ensures that the parts that can break will do so at the time of the test, and not later. Reports are made out for each component, giving its success or failure, and the number of hours of treatment it has run. From the structural point of view, the first year in the life of a car, by the old standards, can be packed into a few hours of running on this rig.

The key words for describing the work of an experimental department are "control" and "measurement." Most drivers will have experience of what it feels like to take a hump-backed bridge. Their stomachs will be the accelerometer. Such work is bad for the rear suspension, because this is suddenly released from a position that may be near the full compression. Their stomach will not tell how large the forces involved may be. At Cowley the suspension is tied up and dropped suddenly, by means of a draw pin, and the forces, with knowledge of the masses of the parts, can be calculated from the acceleration values. Similarly with such vital components as torsion bars. They are taken to the maximum deflection under controlled conditions and the effect on fatigue strength of different materials, surfaces and bar designs is determined. Most of the rigs (the ingenuity that has gone to designing them in all their variety is inexhaustible) enable cars, or parts of cars, to do much the same work as they do on the road, but without the sometimes haphazard quality that is associated with field work. There is important field work as well.

Brake fade is one of those defects that does not loom large in the fears of the average motorist. He associates



A drop test used for spring dampers, with a deflection recorder, accelerometer, and high-speed camera.

it with the glamour and conflict of the Alpine Rally. But modern performance with its large range of speed variation on ordinary road work brings the Alps on to level ground for many cars, and will do so still more in future. It is investigated in detail in this department. Thermocouples are attached to the brake drums and recordings taken while the brakes are heated by severe treatment on the road. Fading is caused by loss of frictional power in the linings, and its amelioration is bound up both with materials and with brake design.

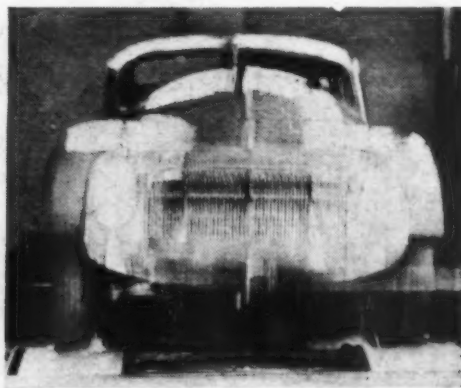
Vibrations

Sympathetic vibrations are studied on another rig. They are those mysterious rattles which begin and end in conformity with the vibration of another part. It is difficult to trace them and their causes, for a car has many parts of varying strength and stiffness. An electro-magnetic vibrator at Cowley can run through the whole range

of frequencies, and after visitors had taken off their watches, to save them from magnetic disturbance, they could listen to such parts of the car as would vibrate by chiming in in response to their own frequency. Again, on this test, hours of normal road experience can be obtained in a short time. It was made plain that the days when a car could be improved by homework in the back garden are rapidly passing.

It is often felt that drama has to be added to the work of the scientist by the outsider. Medical researchers may have to plot the battles of microscopic bacilli, but this car testing had an immediately apparent interest for the motorist. Only a little of the equipment had a function that was not soon evident.

One of such instruments was the wear tester used to establish the properties of lubricants and of different materials. It is one of only three in existence. It employs a hardened steel ball, which is rotated with, initially, a



A machine which either sucks or blows air into a body to test weather sealing. Leaks are detected in a homely way—by the bubbles from soapy water. Right: A car under ordeal on the colonial test, which simulates an extremely bumpy road.

PROVING THE PRODUCT

continued

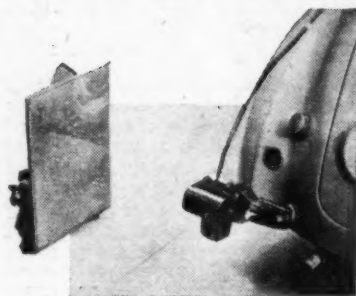
point contact with the material under test. The load applied to the ball is at first infinite, but the indentation increases with wear, until a state of equilibrium is reached. (This point needs explanation. The pressure applied to an object is the load over the area— L/A . If the area is zero, the value of L divided by A must be infinite.) The diameter of the indentation is measured, likewise the distance travelled by the periphery of the ball. For a lubricant test, the materials are kept constant, and *vice versa* for a material test. Such a machine, which one was surprised to see outside the N.P.L., is only likely to show results on a long-term basis. Some of the other wear tests were more startling. In one of them, a mixture containing silica and other abrasive material is introduced into the engine, and the pistons are reduced to the "falling about" state in a very short time. This concentration of wear supplies evidence

on material and components, also on filtration.

Much of the work, as it must be, is routine, and among the duller but necessary rigs were those for testing such components as hydraulic seals and shock absorbers by continual operation. Such rigs provide again the controlled conditions which are part of the air the scientist must breathe.

Those who know the cost of large-scale refrigeration will realize that much capital is bound up in equipment such as the cold chamber. It provides a freeze of down to 100 Fahrenheit degrees of frost. This imported North Pole is the only way that information on starting characteristics in cold countries and on body resistance to cold, from the point of view of the passengers, can be readily obtained in this country.

The proof of the experimental pudding is largely in the performance of the car, and performance testing has



A photo-electric cell and light source record exact times of passing between two points.

been developed carefully at Cowley. To measure accurately the speed of a car is not as easy as it seems. Speedometers are inaccurate and the measured distance, while it may be a useful method for steady speeds, is not so good for the acceleration figures, for which an instrument on the car itself is required. The Cowley method is to measure the rotation of one wheel, by placing a disc of insulating material containing two brass contacts on the rotating part of the wheel hub. Each semi-revolution sends an electrical impulse to a Cambridge vibrograph, modified for this work. It marks a transparent strip twice per revolution, and an accurate clock provides impulses that give a time base. Thus the two basic requirements of distance and time are supplied. Tyres distend under centrifugal force, and a correction based on a known scale of distension for various speeds is applied.

Research a "Tool"

No research work can be a substitute for design, but it provides the proving that will establish the rightness of design. Research equipment is in the broadest sense only a tool and one that depends on the skill of the operator. This country is selling cars to a wide market and it does not itself provide the climatic and geographical conditions that are necessary for full proving. An Italian firm can drive a car directly from the works door up an alp.

Illustrations from the Bagshot testing ground that were shown to visitors at Cowley made it vividly plain that the open air testing makes a valuable complement to the work on the test rigs. An exhibit not directly connected with testing work was formed of all the 19,579 components of a Morris Minor broken down and spread out on benches, even to the packing material of the upholstery. It gave diverse evidence of the complexity of the modern car.

Apart from the exhibits, there was evidence at Cowley of that personal and creative approach to research work without which the best of equipment is comparatively useless.

J. F. H.

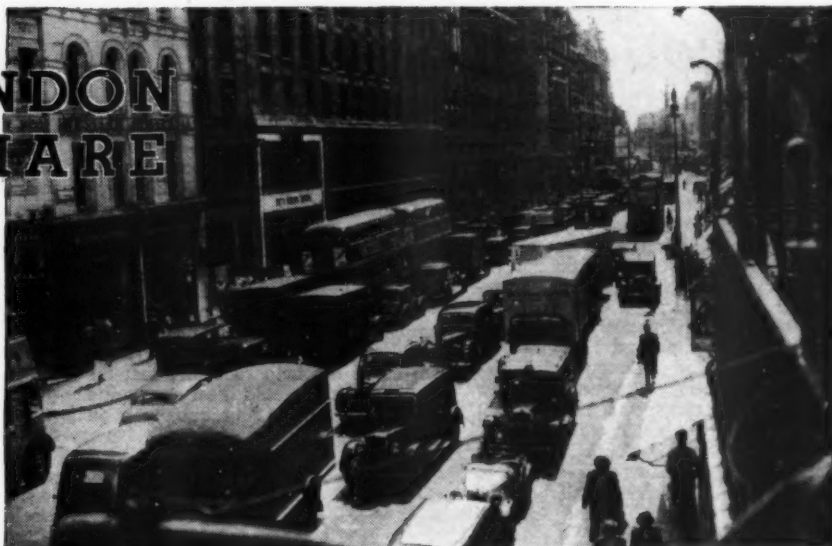
Brake drum and hub temperature measurements, using front and rear wheel slip rings, from thermo-couples, and deceleration meters. Most of the instruments used in such tests are made by the Nuffield Organization.



THE LONDON NIGHTMARE

LITTLE IS BEING
DONE TO COPE WITH
FESTIVAL TRAFFIC

By WILLIAM
S. SHEPHERD, M.P.



BUILDING on the South Bank for the Festival of Britain goes on steadily, and in a few months thousands of overseas visitors will be bringing their cars to London to add to the even greater number who will pour into the metropolis from the provinces. What are the preparations being made by those responsible for the traffic and for providing the necessary car parks in the West End?

It would appear that little is being done,* and, so far as London's West End is concerned, it looks more like being the Battle of Britain than the Festival. For at the moment the most active step to have been taken seems to be the appointing of a sub-committee by the London and Home Counties Traffic Advisory Committee charged with the task of studying the whole question of traffic congestion and the parking problem. But this Committee, so Minister of Transport Barnes says, is not likely to report until the end of the year—much too late for any effective action to deal with the paralysis which may well set in unless more immediate steps are taken.

Already Saturated

Already the thoroughfares of London's West End are choked with traffic struggling to make a few yards at a time, whilst visitors who have been so venturesome as to bring their cars with them circle round hopelessly looking for a place to park. Fifteen policemen are engaged daily in the West End on the task of summoning unfortunate motorists for alleged obstruction. This leaves all too few available to sort out the traffic congestion.

The current view of the police that this problem can be solved merely by the issue of summonses appears to be neither practical nor helpful. Although last year over 25,000 motorists were prosecuted for alleged obstruction in the Metropolitan Police District we are far from the solution of the problem. It is true that in 1938 a slightly greater number of summonses was issued, but this resulted in bad relations between the police and the motorists.

That prosecution is not enough is quite clear from the recent survey of all the existing parking places and of the cars parked both in parking places and in the streets. This showed that if every parking facility were occupied to the full it would even then be quite impossible to accommodate all the cars. What, then, is to be done?

The defeatists have their idea. It is to ban all private cars from the centre of London during certain times of the day, in the same way as horse-drawn vehicles were banned. Few but cranks would give any support to this idea.

Mr. Barnes, then, has to get moving, and get moving fast. To await the sub-committee's report before taking

any practical action is to invite disaster for the Festival of Britain period. Difficult as the problem is there are obviously things that might be done to provide a remedy in part.

Some car parks are not properly utilized because the time allowed is too short, and we should carefully study whether an increase in the number of hours permitted should not be granted at certain parks. A survey should also be made with a view to establishing further street parking places which could be used without hindering the flow of traffic. There are obviously such places, and it is surprising that the maximum use has not been made of them.

Consideration should be given to the question of unilateral parking in the West End. This system works exceedingly well in many provincial cities, and despite the difficulties it is worth a trial in London. With parking on two sides many streets become quickly congested. Sackville Street is one example. If unilateral parking were made obligatory and signs were erected to prevent parking at certain distances from the intersection of the roads much of the existing congestion would be avoided.

But we should have to go further than this. Parks such as St. James's, the Mall, and Hyde Park will probably have to be pressed into service. Of course, there will be an outcry about this, but it could perhaps be arranged for the period of the Festival of Britain and so enable a more measured view to be taken.

Something will have to be done about increasing the garage accommodation which is available in the West End. Many garages are still held by the Government, and many were destroyed during the war. Accommodation is, therefore, much below the demand, with the result that charges are often ridiculously high; so high, in fact, that it possibly pays many motorists to risk leaving their cars in the street and be fined three or four times a year.

More garages might mean lower charges, but the ultimate answer must be that the municipal authorities take over some responsibility for providing car parks and garages. At the moment the Government is not empowered to make grants to local authorities for this purpose, but Parliament ought to give authority for such grants to be made.

These ideas, if put into practice immediately, may do something to avoid the strangulation of the West End which is surely coming about. Long-term projects, such as the building of underground car parks which would have use as air-raid shelters, must also be borne in mind if provision is to be made for the increasing number of motor vehicles likely to come on to our roads during the next twenty years.

The misguided endeavour to make the traffic fit the roads has to be abandoned, and a vigorous policy must be pursued if London is not to become the worst capital in the world in which to drive a car.

* Prohibition of entry into Central London of Festival coaches is being considered.—Ed.]

Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

G.B.S.

THE great G.B.S. did not make his influence felt on motoring purely as such, either as a supporter or in opposition, although he was a confirmed user of internal combustion for transport. He did, however, correspond on one occasion with this journal, and with his customary admirable brevity. It was around 1927, and the Editor had asked numerous celebrities by letter to give a message to new motorists for the special number that was devoted to their interests.

Back by return of post came the letter to G.B.S., and at the foot of it, in that well-known and scholarly hand, was the typically Shavian answer: "Beware of the old 'uns."

Shift It

LONDON'S worst corner for the motorist who is careful of his wings is, in my opinion, Hyde Park Corner. The squeeze round the south-west of the Artillery Memorial is a tight one, fed from Park Lane, Piccadilly, Constitution Hill, Grosvenor Place and Hyde Park itself. Surely the



The squeeze . . . is a tight one.

trouble is the position of the Memorial? If that could come back into the open space life would be easier. To move such massive work is a major problem, but it looks as if one day it will have to be done. Do not misunderstand me; I admire the work immensely and Hyde Park Corner would not be Hyde Park Corner without it; but its position is nowadays unfortunate.

Family Party

I WAS the passenger and guest at Bisleys the other day of a connoisseur of guns and his wife who were down at that pleasant establishment for a little pistol shooting. It so happened that the rendezvous, exactly timed by four meticulous motorists, brought all the cars together under the sweet chestnuts outside the clubhouse at the same moment, and a fine sight they were.

From right to left were a 1½-litre M.G., a TD Midget (somewhat special), a 2½-litre Jaguar, and a cream XK120 of international fame—Ian Appleyard's Alpine Trial car. All the cars except the XK were finished in various shades of green, and all of them were clean and polished—again except the XK—for very good reasons. You could not contemplate them without feeling very proud of Britain's motor industry, and you could not help reflecting that for individuality it would have been quite difficult to muster four equally good examples.



Go to fantastic lengths.

Elaborate Smuggling

FROM America comes news of a method of obtaining a new car. Apparently ranchers in Brazil, where the import of American cars is banned, arrange for motor agents to go to North America, and purchase a car in the name of an American, who is then given a free holiday in Brazil, provided that he brings the car. A sale is legal if the car has been brought in by a visitor and is sold after a period of 90 days; the buyer is prepared to go to these fantastic lengths for his new Buick or Cadillac. The lucky North American is then given a free air passage home. There has been no lack of applicants.

There are probably some buyers in this country, worn out with the long wait, who would try tactics as elaborate, but invitations to come and enjoy the Festival of Britain, and bring the auto, are, unfortunately, not within our scope.

Cold Comfort Cover

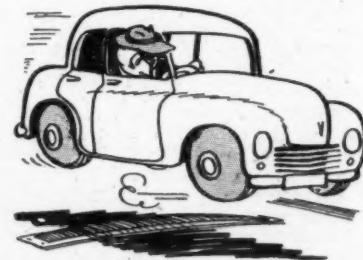
A CASE has recently come to my notice which makes it appear that motorists are not all familiar with the precise objects of the compulsory insurance sections of the Road Traffic Act of 1930. Bare R.T.A. cover insures only against claims in respect of death or bodily injury, and does not include claims by passengers

unless these are covered for hire or reward. Full third-party cover, of course, includes damage to property as well. One reader had his car damaged by a man of straw. The man of straw had only the bare compulsory insurance cover. The reader obtained damages in court, but the offender is quite unable to pay them.

Insurance companies do not like bare R.T.A. cover. And if such is issued, other drivers working on a third-party-only policy are likely to find themselves in a similar predicament of being unable to collect agreed damages. But I am not for one moment going to suggest that any busybody tries to alter the law. There is too much legislation already and people must be able to look after themselves in some things. If people economize in insurance and do not cover themselves comprehensively, they must not grumble if their gamble does not come off. The primary purpose of insurance is to guard against risks that one cannot afford to meet out of one's own pocket. If you cannot face up to a bill for heavy damage, comprehensive cover is the answer. But I do indeed sympathize with my reader.

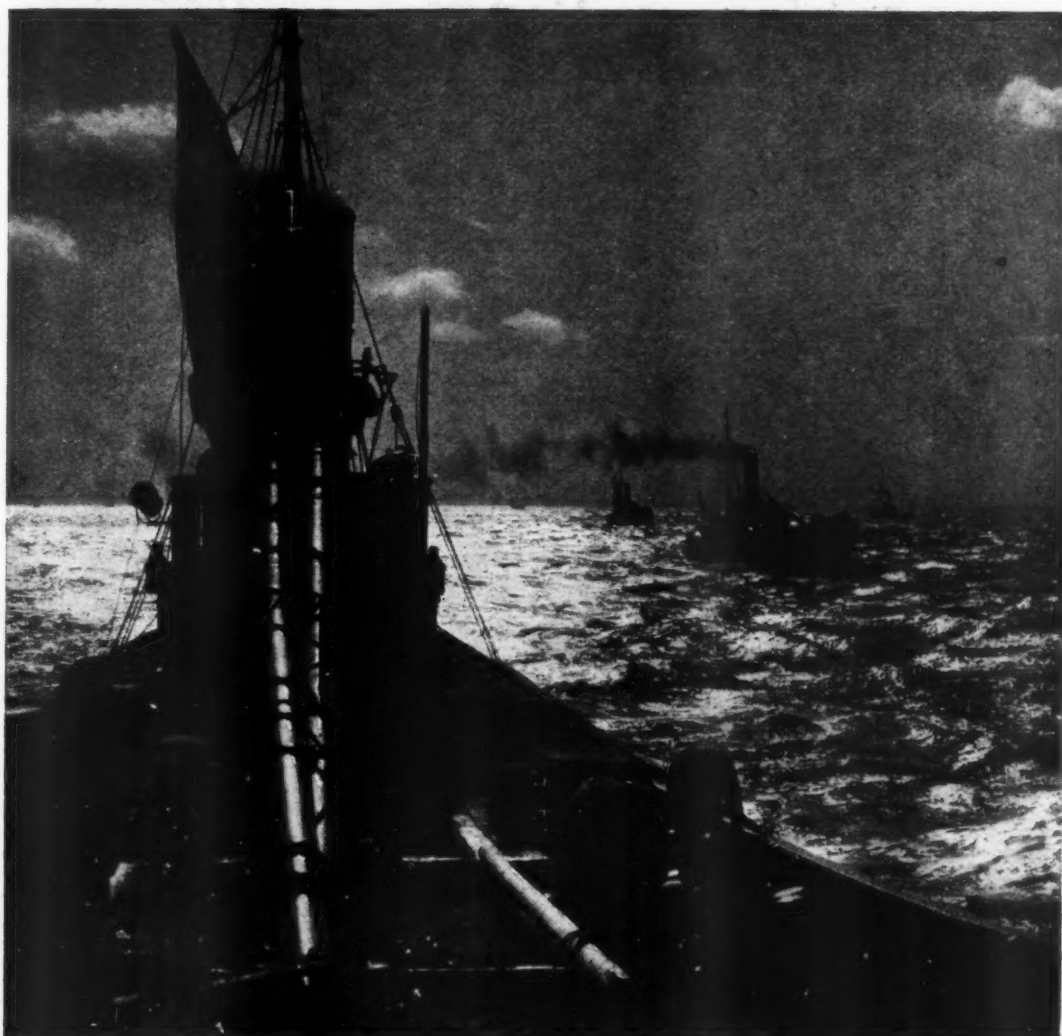
Jumpy

YOUR Scribe is sometimes alleged to be an old dodderer by those raffish young types who come in to bait him at his desk, and therefore he confesses with some glee that he went so darn fast the other night that his passage over the contact strip of a set of traffic lights failed to operate them. Having thrown out a set of heavy anchors he came to a stop and there stuck. After a few minutes



Failed to operate.

he realized what had happened and was about to reverse over the strip when a lorry rumbled up and did the trick for him. The time was about 3.05 a.m. and the dodderer noted with some satisfaction that his average for a 30-mile journey was about 58 m.p.h. I think he might well have given one of the aforesaid raffish types a run for his money that night.

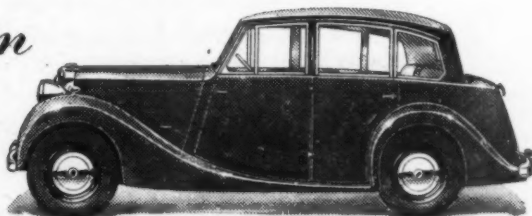


All that's best in Britain...

Year in, year out, from Cornwall to the lonely islands of the Hebrides, Britain's fishermen fight the unending battle of the sea to reap its harvest with each encounter gleaming new knowledge and experience in the same way the accumulated skill and experience of generations of engineers goes into the products of the Standard Motor Company, representing as they do in every detail of their design 'all that's best in Britain.'

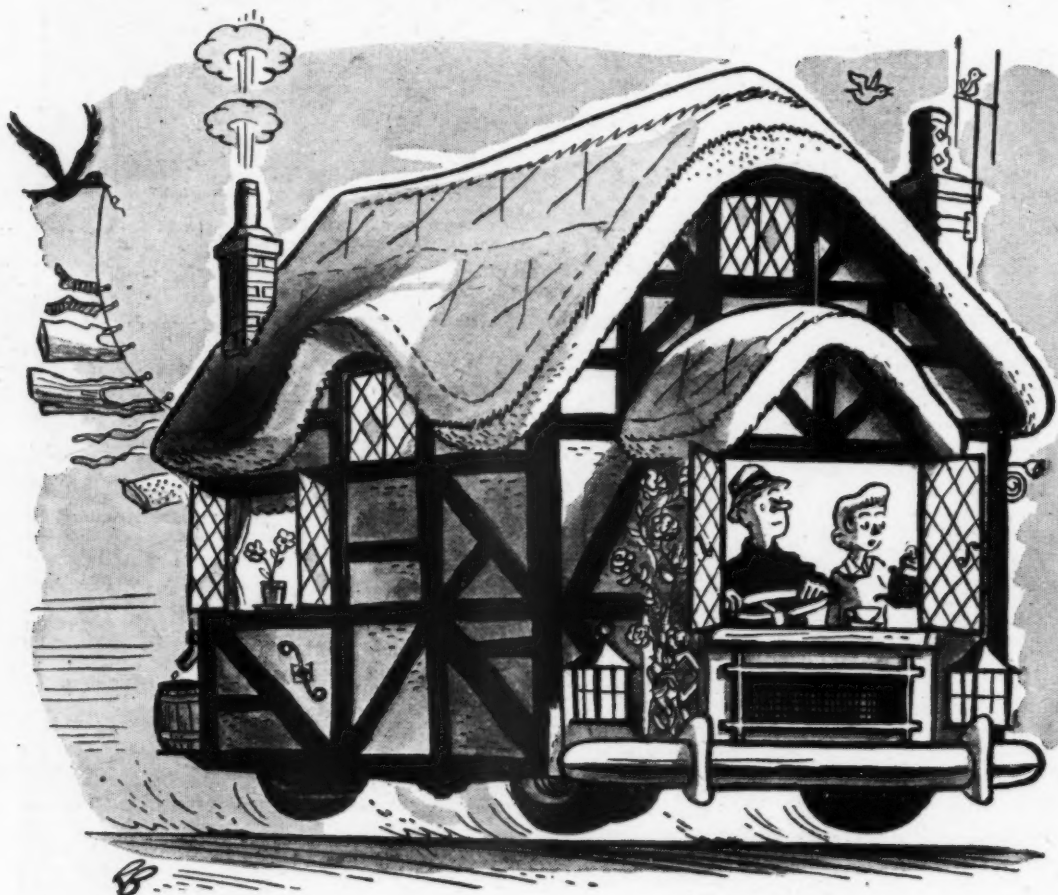
The Triumph Renown

Manufactured by
The Triumph Motor Company (1945) Ltd., Coventry
A subsidiary of the Standard Motor Co. Ltd.
London: 37, Davies Street, Grosvenor Square, W.1
Telephone: MA 5fair 5011



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says Mr. MERCURY



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NATIONAL BENZOLE MIXTURE

NEWS and VIEWS

LOW GRADE FUEL: CITROEN CHIEF DIES

New Car Deliveries

AN announcement is expected shortly on new proposals to ensure the fair distribution of new cars on the home market. Mr. G. R. Strauss, Minister of Supply, gave this news in the House of Commons on Monday last.

Show Date

THE 1951 London Show will be held at Earls Court from October 17 to 27. Days of opening are as this year, October 17 being a Wednesday, and the closing date a Saturday.

Propane in Canada

RENEWED interest is being taken in propane gas as motor fuel in Canada. So far bus operators only are concerned. The advantages hinge on the low cost of the gas compared with petrol, and in the U.S.A. several companies have already changed over. Bearing in mind the petrol price in the U.S.A., propane must be almost given away.

Yet Another

THE surveyor of the West Riding County Council is the latest county surveyor to prepare a report indicating that a severe winter in his area would result in the collapse of considerable lengths of road "carrying industrial traffic." He points out that they are "wholly unfit to meet the strain which would be involved by the outbreak of any war emergency."

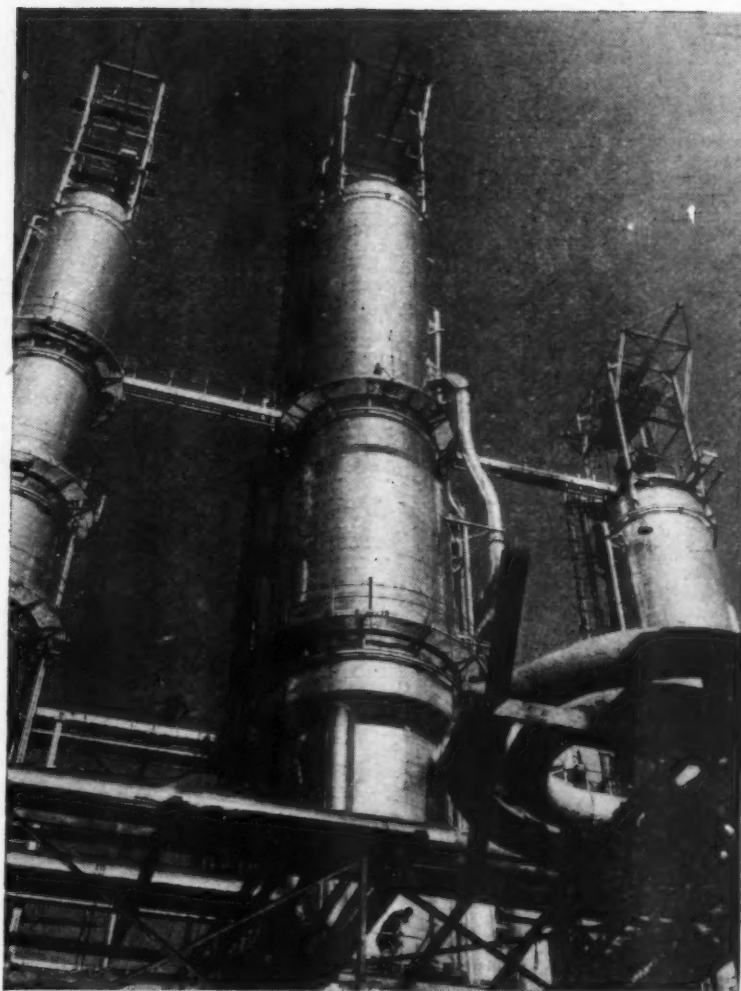
Faced with this report, the Minister of Transport said that of the available funds, as much as could be spared was allocated to such roads.

No 80 Octane

WITH the plant now available in sterling refineries, said the Minister of Fuel and Power in answer to a question, the octane number of Pool could not be raised to 80 without a harmful increase in the lead content; total output would also be reduced.

Before the war, said Mr. Noel-Baker, there were three grades of fuel—68 octane commercial, 75 octane Number 1 Grade, and 80 octane top grade. He was advised that few engines used 80 octane, nearly all using 75. But to raise present fuel to 75 would mean a loss of output.

The Minister seems to be making a false deduction from pre-war figures. Top grade fuel was more expensive, and compression ratios were not so high as since the war. Nor was there the export demand for engines needing high octane fuels that there is today, with such fuels available elsewhere. Today's cars would thrive on 80 octane fuels, and the difference in performance would be such that extra price would be paid by motorists with high compression engines.



A symbol of more home-produced petrol: six weeks ahead of schedule the new Shell Haven, Essex, refinery is in action, already making 1,450,000 tons of petrol and other products a year. This should rise to 2,000,000 by 1952, which, with other Shell refineries in this country, will make an annual output of 6,500,000 tons.

Midland Engineers Make Merry

ONE of the most enjoyable social functions in the Midlands is the annual dinner and dance of the Automobile Division of the Birmingham Centre of the Institution of Mechanical Engineers, but this year's event, held on November 17 at the Botanical Gardens, Birmingham, was outstandingly successful. The chairman of the Centre, Mr. D. M. Sinclair, C.B.E., M.I.Mech.E., presided over a gathering of 210 members and guests and set a high standard of oratorical wit and brevity in proposing the toast of the guests. Mr. J. F. Gregg, LL.M., the town clerk, replied in like vein. Mr. H. N. Charles, B.Sc. (Engineering), M.I.Mech.E., caused much hilarity in proposing "the ladies"; Mrs. E. J. Dodd, wife of the chief constable, replied charmingly.

37,000 Strong

ENORMOUS and vigorous—it has 37,000 members—the Civil Service Motoring Association held its annual dinner-dance at the Café Royal, Regent Street, London, on November 17. On

such occasions speeches are bantering and domestic, but the president, Sir Noel Curtis-Bennett, injected a serious note in stressing the necessity to guard against restriction of good-fellowship and loving-kindness in an age where restrictions were for ever growing. Other speakers were Mr. W. J. Brown and Mr. William Charles Crocker—names which need no context for reputation. The chairman (Sir Noel) was proposed by Mr. A. J. G. Belsey, chairman of the committee.

C.S.M.A. activities are many and various, a particularly appealing one being the south-eastern centre's yearly visit from Gillingham to a country harvest festival—"We write and ask the vicar first." This year, 52 urban motorists gave rural thanks.

Accident Survey

LACK of money for road improvement, for improved safety education and for police reinforcement was admitted as the chief obstacle to greater road safety in a lecture given recently to the International Road Federation by Sir Howard Roberts, the Clerk to the London County

NEWS and VIEWS

continued

Council. He said that the Ministry was ready with large-scale plans for road improvement, but these could not be put into effect because of other vital national requirements. He referred to police statistics, on the other hand, which claim that 89 per cent of road accidents are caused by the errors of road users.

Sir Howard's reference to police figures really brings home the ease with which road users can be at fault on the present utterly inadequate road network.

Minister "Erroneous"

SHARP disagreement with personal views expressed by Lord Lucas, Parliamentary Secretary to the Ministry of Transport, is contained in a British Road Federation statement. The B.R.F.—in company, it may be said, with most observers—disagrees with Lord Lucas' view that roads are not a major factor in accidents, and quotes other authorities which maintain that they are. The Federation also disputes totals spent on the roads as given by Lord Lucas, and the use of the word "diversion" for road building funds. It points out that motorists are subscribing £220,000,000 this year in various forms of motoring taxation, and that only £26,000,000 is being spent on roads. The diversion therefore applies the other way round.

Pierre Boulanger

FRANCE has suffered the loss of one of the most eminent and competent members of her motor industry by the accidental death of M. Pierre Boulanger, general manager of the André Citroën Motor Company. Although popularly supposed to be a member of the Michelin family, which since 1934 has controlled Citroën, there was no other connection than that of close friendship. In 1934 André Citroën collapsed financially and as the biggest creditor Michelin took over the works. In 1935 M. Boulanger was sent to Paris on behalf of Michelin's to reorganize the company, and shortly afterwards was given full powers as managing director. He held this position at the time of his death, having transformed the bankrupt company into one of the most powerful in Europe, both financially and technically.

His qualities revealed themselves brilliantly during the German occupation. As in the case of all French factories, a German commissaire had full control over the Citroën works. M. Boulanger refused to recognize this officer; he never spoke to him during the four years he was there, and if he entered his office uninvited he refused to admit his presence. Orders having been given through subordinates, M. Boulanger systematically thwarted them in every possible way. It was during this time that the decision was taken to produce a cheap people's car (the two-cylinder model now on the market). Despite close German control, several prototypes were built and thoroughly tested on the road. State control, which followed the end of the war, said that this car should not be built. M. Boulanger defied State control and went ahead with his plans, until State control collapsed.

His friend Marcel Michelin was deported to Germany and died in a concentration camp. His wife died as the result of her imprisonment and Mme. Jeanne Michelin also succumbed to German ill-treatment.

C Exemption?

THE Minister of Transport is considering exempting dual-purpose vehicles from the need for a C licence when used by doctors, dentists and veterinary surgeons in the course of their professional duties.

Export Records

MOST successful of any single product in the export drive for dollars has so far been the Austin A.40. A quarter of a million have been produced in 160 weeks, and this model has already earned seventy million dollars. North America alone has taken about 74,500.

Sounds Off?

HORNS and their uses enlivened a recent question time in the House of Commons. Would the Minister ban them altogether? No, Mr. Barnes would not. Did he know that the horn ban in Swedish built-up areas had resulted in increased safety? The Minister saw no

reason to depart from present British practice. Would he keep in touch with other countries' horn-banning experiments?

Affably, Mr. Barnes said that he would, always bearing in mind the special conditions in Britain. The House passed on, reasonably satisfied that it had done its bit on horns.

Didactic

THE new Minister of Works, Mr. R. Stokes, would seem to have second sight. He would not, he said, increase the speed limit in London parks from 20 to 30 m.p.h. during the rush hour. "Increasing the speed limit would not relieve the traffic congestion."

How does the Minister know?

A Pioneer

ONE of that venturesome band who took part in the Thousand Miles' Trial of 1900, Hubert W. Egerton, died recently, after a long illness. Older motorists will well remember his enthusiasm for attempting the almost impossible. Mr. Egerton founded Mann Egerton, Ltd., early in the century.

BOOKS RECEIVED

Concerning France

AT the end of October, the Michelin company published a further small guide, in the series *Les Belles Routes de France*. It is entitled *Paris le Midi par l'Auvergne*. The object is to present in compact form as much information as possible of the kind provided by the larger Michelin guides. It consists of an atlas, for selection of routes, and marked with the towns and halts of interest and including a gastronomic page for specialities of food and drink. The remainder, some fifty pages, includes histories of towns and districts, town plans, and a list of hotels and restaurants. It is obtainable from the motoring organizations, and from the Michelin depot at 97, Boulevard Pereire, 17e, Paris.

IT is unusual to find a book on France that combines sound information, readability and some of the many flavours of France itself. When these qualities are added to a pleasant layout and good photographs the result is very satisfactory. A Batsford production: *The Land of France*, by Ralph Dutton and Lord Holden. First published in 1939, it has now been brought up to date. Price 15s from B. T. Batsford, Ltd., 15, North Audley Street, London, W.1.

Other Books

The Complete Book of Motor Cars, Railways, Ships and Aeroplanes, by F. Ferneyhough, A. V. Clifford, F. E. Dean, F. R. Morley, Frank C. Bowen and W. N. S. Bevan, has been published by Odhams Press, Ltd., 67-68, Long Acre, London, W.C.2. The car section deals in an interesting way with the behind-the-scenes work of testing, and has separate chapters on the operation of different engines, motor racing and record-breaking. Price 8s 6d.

British Repair Manual, 1950 edition (Volume I, Cars), is an Australian publication which gives the most comprehen-

sive information on all aspects of servicing British-made cars and contains over 900 pages and 1,000 illustrations. An idea of its size and the amount of detail which it includes may be judged from the weight, which is 7lb. The price is £7 10s, which is not excessive for a work of this magnitude. It is available in Great Britain from Publishers Sales Service, Ltd., 28-29, Southampton Street, Strand, London, W.C.2.

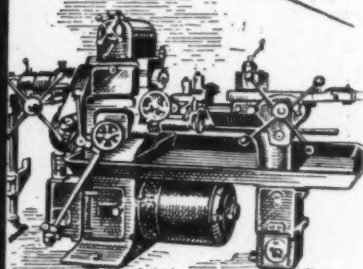
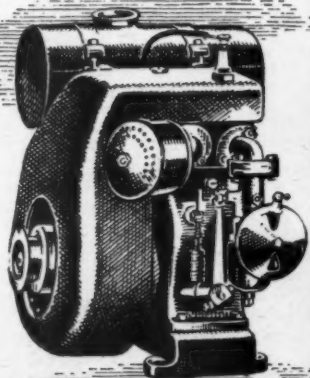
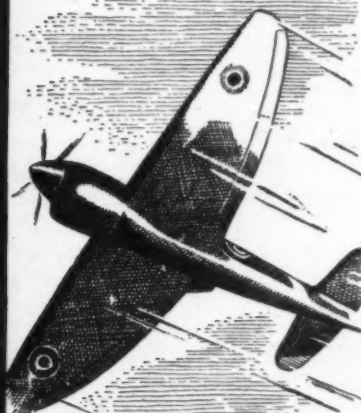
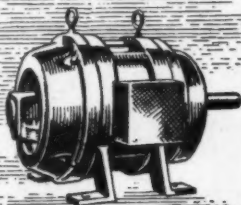
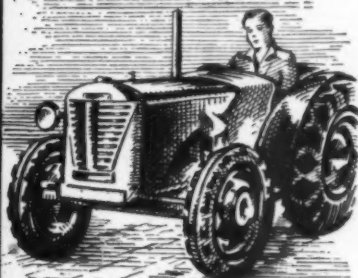
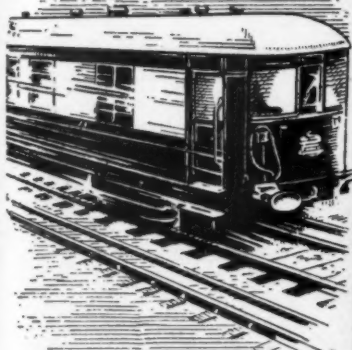
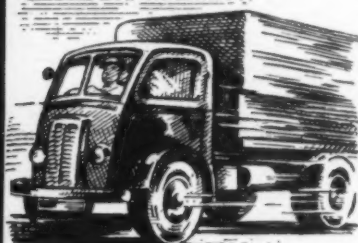
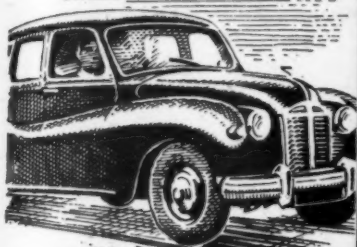
The Autocar Motorist's Diary, 1951. This already well-known Iliffe publication is again produced with useful reference material and diary pages giving a week to each opening. All the information given is very concentrated and of interest to both the ordinary and the sporting motorist. Pages are provided for keeping a motor-log and a directory of the secretaries of the chief motoring clubs is also included. Price, in morocco leather, 5s 6d, or in Rexine, 3s 8d, including purchase tax.

The Book of the Standard Nine, by John Speedwell, third edition, published by Pitman's, price 3s. A guide for the owner-drivers of all models from 1932 to 1939.

Automobile Workshop Practice, by Staton Abbey, published by Pitman's, price 10s 6d. A handbook primarily for service mechanics and apprentices. It covers the ground, in its own field, for the National Craftsman's Certificate for service mechanics.

The Story of the Highway, by Agnes Allen, published by Faber and Faber, Ltd., 24, Russell Square, London, W.C.1, price 9s 6d. The story of road origins, primarily for children.

Motor Vehicle Engine Servicing, by A. W. Judge, A.R.C.Sc., Wh.Sc., A.M.I.M.E., M.S.A.E., published by Sir Isaac Pitman and Sons, Ltd., Pitman House, Parker Street, Kingsway, London, W.C.2, price 15s. A very comprehensive work primarily concerned with commercial vehicle engines.



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(Using Regent Fuel)

September 2, 1950. Fastest time of the day in Brighton International Speed Trials.

September 10, 1950. Bugatti Owners Hill Climb, Prescott—Class Win.

**Ken
Wharton**

(Using Regent Lubricants
and Fuel)

September 16, 1950. Lydstep Hill Climb, Tenby — } Class Win 1100 c.c. Racing Cars
" " 1500 c.c. Sports Cars
" " Saloon Cars

September 23, 1950. Midland A.C. Hill Climb, Shelsley Walsh — } Class Win 2000 c.c. Cars
" " 1100 c.c. "

October 7, 1950. Bristol Car Club's Meeting, Castle Coombe—Class Win 1100 c.c. Race

**Mrs. Joy
Cooke**

(Using Regent Lubricants
and Fuel)

September 16, 1950. Lydstep Hill Climb, Tenby—Ladies' Class Win.

September 23, 1950. Midland A.C. Hill Climb, Shelsley Walsh—Ladies' Class Win.



REGENT

Lubricants and Fuel



THE FINAL CHECK

SUSPENSION, STEERING, TYRES AND BODYWORK

THE reader's car, whether new or old, should by now have reached a stage of mechanical efficiency, a combination of maximum economy and performance as intended by the manufacturer, and it remains only to attend to factors which contribute to good behaviour on the road. The car must steer safely on tyres which are sound, and the suspension must hold it on the intended course with maximum passenger comfort. The bodywork should be free from rattle and have doors which are not likely to fly open when at speed.

First to the suspension: Apart from serious faults, such as cracked chassis members, attention should be concentrated on springs, their shackles, and their dampers. With most leaf springs a good spray with penetrating oil should do a great deal of good, achieving proper resilience. But on very old cars, the

menace to its driver, and there is no other component which can have such a great effect on road holding and comfort—quite apart from the additional effect upon the steering.

When spring dampers are too stiff the car appears to be going over invisible potholes and the body is shaken about, doors rattle, and passengers feel as if they were being bumped to pieces. If the reverse applies, the car flops about and, after striking a bump, continues to bounce up and down on the springs.

Pre-war cars are naturally the most likely to be suffering from acute trouble of this kind and the remedy depends upon the type of shock absorber fitted. The majority are hydraulic and probably require topping up with the special fluid available at accessory dealers. Those that are adjustable usually have a valve underneath the filler cap, and the adjustment is made with a special spanner. As experience is necessary in making such adjustments, the spanner is not included in tool kits, and most owners would be well advised to have the adjustments made professionally. If, on the non-adjustable type, replenishment of the fluid does not succeed in making the dampers effective, replacements or reconditioned units are necessary. It should be remembered that these components have a very great deal of hard work to do.

Friction Dampers

With the friction type of shock absorber, adjustment is more easily accomplished, the main difficulty being in making each one exhibit the same degree of friction. The unit is made up of a number of friction discs which can be tightened for increased friction, or slackened if necessary, by the turning of the large nut on one side of the discs. It is very important that the nut on each damper should be turned the same amount and, before starting, remember that a quarter of a turn may make a great deal of difference. One last point. Examine the shock absorber mountings for any sign of play. If bolts need to be renewed get replacements from the manufacturers so that they are of the requisite strength. For all these jobs which involve parts exposed to mud from the road, it is worth first cleaning underneath the car. This avoids grit getting in hydraulic dampers on topping up and reveals faults more easily.

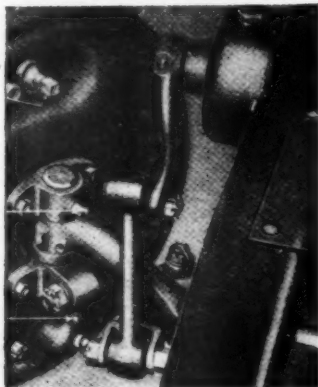
Steering depends upon correct functioning of the suspension and accurate adjustment of tyre pressures and wheel alignment, as well as the condition of the steering mechanism itself. The extent to which the last-mentioned may be adjustable depends upon the type of steering employed, and reference to the handbook will be necessary. However, it is important to make sure that the steering box is held rigidly in position and that it is lubricated properly. Carefully examine all the steering connections from the all-important view of safety, and to

This article concludes this series. Previous articles have been: Electricity Saves Petrol (August 18); A Look Round the Fuel System (August 25); Water Circulation (September 1); The All-important Engine (September 15); and Engine to Road (September 29).

discover any play which may be taken up by the replacement of the joints. Where such joints are intended to be lubricated, clean away abrasive mud and dust and re-lubricate.

Front wheel alignment, or toe-in, can be checked in a matter of moments by most of the larger service stations, but it can be undertaken at the owner's hands without much difficulty. With the front wheels pointing straight ahead, on level ground, measure the distance between the inside front edges of the wheel rims and then the rear edges. Roll the car forward so that the wheels are given half a turn and repeat the measuring. The results should be the same. Failing this turn the wheels through smaller arcs to get an average result. Check with the handbook the amount of toe-in. This is usually about $\frac{1}{16}$ in, which means that the leading edge of the wheel rims should be $\frac{1}{16}$ in closer together than the rear edge. Bear in mind that this $\frac{1}{16}$ in is an important factor, making really accurate measuring essential. The handling of the car and tyre life are both affected by this setting.

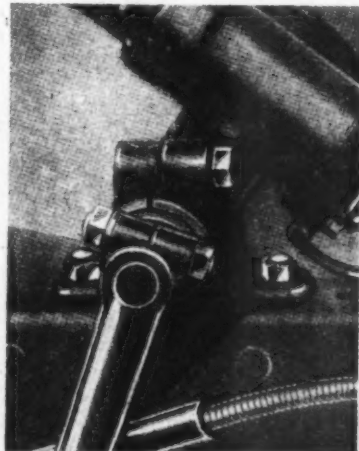
There are many troubles which may beset tyres but observance of some simple rules will go most of the way towards minimising wear. In the garage, remove any bits of stone which may have been caught up in the treads. Change the complete wheels from back to front, and vice versa, at regular intervals and occasionally change them diagonally. Introduce the spare into circulation. Check tyre pressures frequently and adhere to the car manufacturer's recommendations. A small percentage difference from the recommended pressures can lead to greatly reduced tyre life. In-



This drum-shaped, vane type damper—used on many pre-war cars—had an adjusting screw under the filler cap, exposed when the cap was removed.

springs of which have been neglected and become severely eaten with rust, this may not be advisable. The danger with such old springs is that the removal of rust may lead to leaves breaking or the complete springs settling down unduly. Failing a spray, an oilcan may be used with effect, spreading the penetrating oil thoroughly over the springs and along the edges of the leaves. Where gaiters are fitted to protect springs from the weather, it is important that they be removed occasionally for the lubrication to be carried out.

U-bolts should be checked for tightness, and all spring shackles should be inspected for freedom of movement and general condition. Replacements should be fitted where necessary, and all grease nipples should be used. The main offenders, the spring dampers, can be tackled next, and with most pre-war cars there is scope for considerable readjustment. Badly adjusted or ineffective dampers can turn the best car into a



Looseness in the bolts holding the steering box is a common cause of spongy steering in older cars, but is easily attended to.

THE FINAL CHECK

continued

spect the tyres from time to time for uneven wear. While driving, always avoid scuffing against the kerb and, unless you are prepared to sacrifice a certain amount of tyre life, avoid fast cornering, and fierce acceleration and braking.

Extensive repairs to bodywork are in the specialist's province but a great deal can be done by the amateur provided he tackles squeaks and rattles as soon as they make themselves heard. Going

round the car with an oilcan for hinges and catches should be followed by a circuit with the screwdriver. Open doors and inspect hinges while shaking the door. Examine for absolute tightness the flanges on which the doors catch. Make sure, also, that any woodwork is not rotting behind the trim. With an old car it may be well to remove the door trim, grease the window winding mechanisms, and examine all woodwork.

The battle for a safe, well-maintained

car has been fought and should have been won. The maximum economy of which the car is capable should have been achieved. From now on it need never degenerate until, ultimately, it dies of old age, provided one maxim is adhered to. Whether the car is old or new maintain it in 100 per cent condition, or its faults will accumulate until expensive professional attention, or the scrap heap, are the only alternatives for the unfortunate owner. R. M. C.

COTTINGHAM TROPHY TRIAL

DIFFICULT GOING

ALAS! for organisers of trials in this country of unpredictable weather. On Saturday, November 18, the Harrow Club held its Cottingham Memorial Trophy trial on a course of, for the most part, hard earth, with the top dressing made into high-grade lubricant by rain. "Easy" hills became more and more difficult and progress for the observer needed plenty of foot work. However, all this was welcome after last year's trial in impenetrable fog which caused such unpleasant moments.

Competing clubs included the Bristol, Chiltern, M.G., Maidstone and Mid-Kent, Seven-fifty, Sheffield and Hallamshire, and the Vintage. Some raised eyebrows greeted the arrival of six competitors with their cars on trailers (but why not a comfortable ride?) and L. Onslow Bartlett's new J.A.P. 1,000 rear-engined car, though passed by the scrutineers, was the subject of some comment, having a fire-proof bulkhead extending to the top of the seats but not to the top of the engine cover, an air intake gap being left on the level of the occupants' heads.

From the spectator viewpoint Bunny, Hare and Buck hills were particularly good, running up the sides of a bowl. Bunny and Hare both required competitors to climb straight—or almost straight—up the hillside, while Buck had its own track.



K. E. O. Burgess, a Souvenir Award winner, storms Crowell.



Warren hill, with D. W. Price and his Ford-engined special.

Crowell Hill was probably the most interesting this year and it was noticed that, with the improvement in trials cars, the hill has been made progressively difficult. Once it was a straight climb up a woodland track: now competitors go over the right-hand edge, back and over the track, up outside the left-hand side and back on to the track for the final few yards.

K. E. O. Burgess, who subsequently won one of the two special souvenir awards given in lieu of any first- and second-class awards, took Crowell in great style, his passenger doing sterling work in the bouncing department. C. W. Yates, Ford Ten-engined Austin, was less fortunate, covering the first half well but



Racing motorist T.C. Harrison, assisted by son, grapples with hot head.

getting slightly out of control and collecting the flagged string marker line with the back of his car. A. G. Imhof (Ford Special), appropriately of the Harrow club, made best performance of the day, losing only three marks on the whole course.

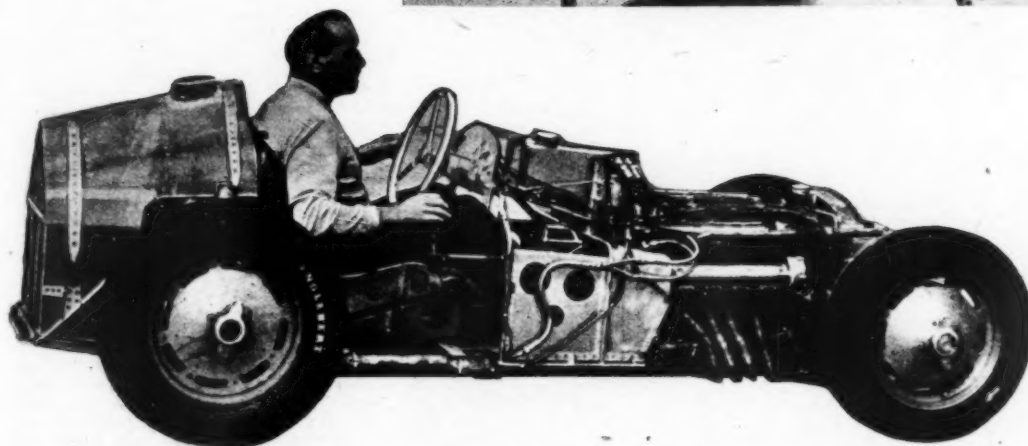
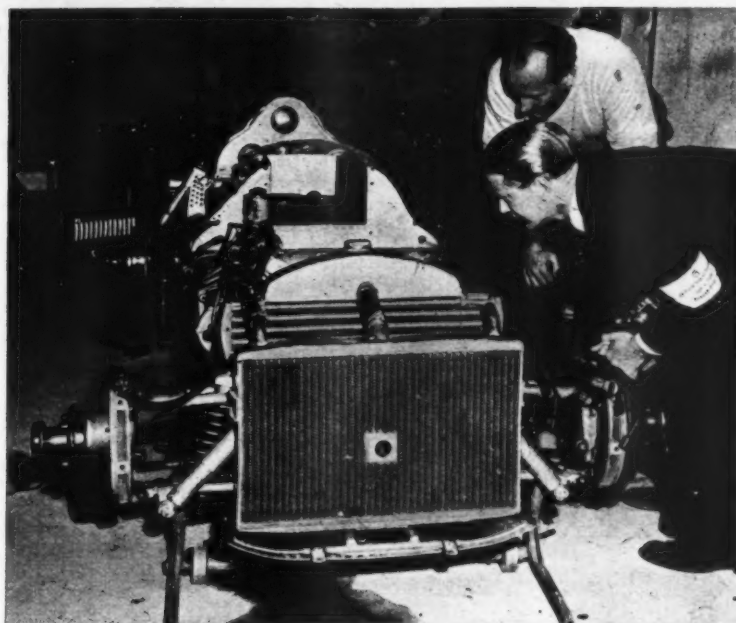
Beacon Hill was another good climb, necessitating an approach along a level track and a sharp right-angle turn up a rutted slab of hillside. Here, however, rain had made the approach so slippery that few could get up enough speed to do much good.

RESULTS.

Cottingham Memorial Trophy (Best performance, Harrow member), Imhof Spl., 1,172 (A. G. Imhof).
C.L. Challenge Cup (Best performance, either class), Dellow, 1,172 (W. H. Waring).
Committee Challenge Cup (Invited member), Ford, 1,172 (M. Wilde).
Dryden Cup (Best in opposite class to C.L.J. winner), H.R.G.-Mercury, 3,917 (A. W. Francis).
Souvenir Awards, Ford, 1,172 (V. S. A. Biggs); Burgess Spl., 1,486 (K. E. O. Burgess).

The LONG ROAD BACK

BY GORDON
WILKINS



Top : Hans Stuck discusses with the writer the details of the A.F.M. Formula II single-seater. There is an oil cooler behind the main radiator. Above : The complete body can be removed from the A.F.M. in a few moments and the car can be run without it to check minor adjustments. Below is Hans Stuck on the Nürburgring.

GERMAN CAR INDUSTRY BOOMING, BUT SPORT STRUGGLES ALONG ON A SHOESTRING

WE are now at the end of the first year of motoring sport since the Western Germans were readmitted into international motoring competitions. This time last year the air was thick with rumours, and knowledgeable citizens were prophesying that within a few months the all-conquering Veritas, A.F.M. and other new German cars would be dominating international competitions. Well, they haven't exactly set the tarmac on fire, and the reason is quite simple.

The German motor industry is making tremendous progress. German cars have already re-established themselves in European markets such as Switzerland and Sweden, and are now competing with Britain for dollars in the American market. To get so far has taken every ounce of energy and ingenuity the Germans have got; they have had to rebuild their factories from heaps of rubble, and they frequently had to stand by and watch the Allied authorities dismantling and destroying some of the production facilities that remained to them after the bombing had finished. This was not always such a disadvantage as it first appeared, because

it sometimes proved a convenient way of sweeping away obsolete machinery and making room for new premises equipped with the latest machine tools from America. The fact is, however, that the main export drive rests upon cars which are still basically pre-war designs—the Volkswagen and the Ford Taunus. Mercedes-Benz have a new model, but they are fully occupied with building and selling it. At this stage no major concern in the German motor industry has money to spare for motor racing.

Motor sport is, therefore, on a basis long familiar in Britain. Amateur constructors and small specialist concerns struggle along on a very limited budget and they have not so far made a great impression on the international scene. In fact Veritas were so shaken at the results of the German Grand Prix that they retired from racing immediately afterwards and even withdrew all factory support from private owners—a decision which caused some bitter comment from the Swiss, amongst whom one syndicate was operating a team of four single-seater cars, bought for Swiss francs at quite a

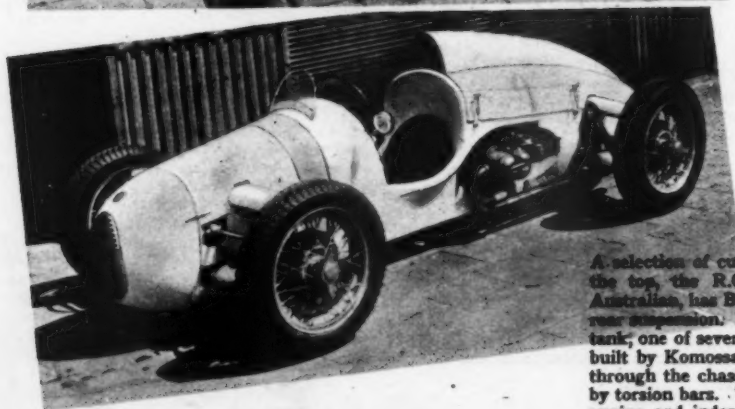
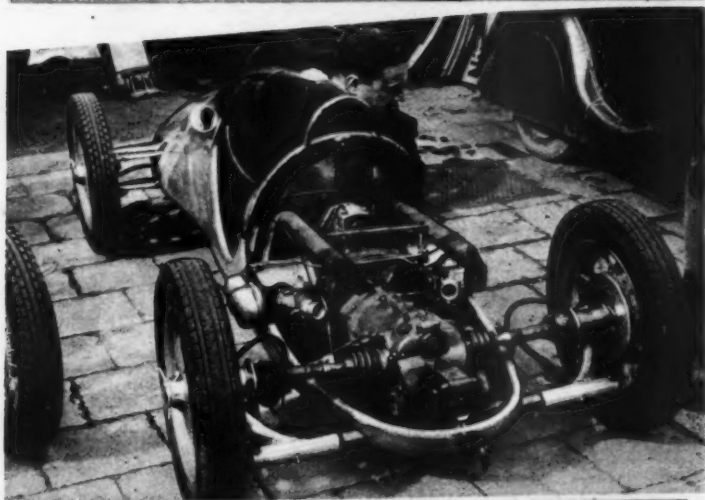
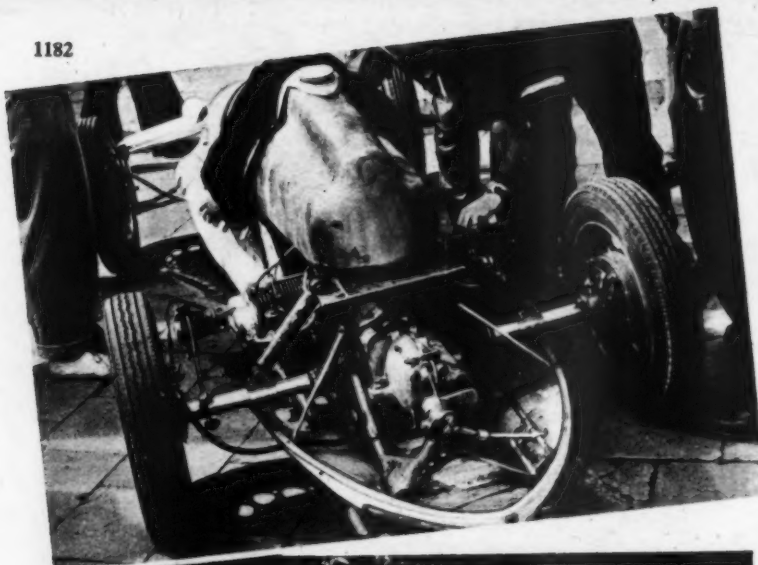
high price. Since then several of the Veritas directors have resigned.

Certainly the design looks good, but it seems clear that the cars are not sufficiently developed to stand the pace of current competition in Formula II international races.

The great majority of the cars at present used in sports car racing are built up from parts of pre-war 328 B.M.W.s, or post-war Volkswagens. An ex-military Volkswagen can be bought from the

The Kuchen 2-litre V-eight engine in the A.F.M. Eight motor cycle carburettors lie in the V, with a gauze box covering the intakes. There are two overhead camshafts to each bank of cylinders.





THE LONG ROAD BACK . . . continued

dumps for about £50 and therefore forms the standby of most impecunious enthusiasts building their own competition cars. B.M.W. engines are tuned to give far more than their original power and good results are obtained with three of the sliding throttle type of carburetors used on motor cycles.

Pre-war B.M.W. parts were, of course, the basis on which the Veritas output started. It was begun by Lorenz Dietrich, who managed the Gnome Rhône factory making B.M.W. engines in Paris during the occupation, and as designer he had Ernst Loof, who previously managed the sports car department at B.M.W. Loof was responsible for the special streamlined car with which von Hanstein won the closed circuit Mille Miglia in 1940 and he was previously German motor cycle champion for eight years.

Loof developed the 328 B.M.W. engine to give over 120 b.h.p. while Dietrich ransacked Germany for second-hand parts, and they produced a series of cars which were almost unbeatable while German racing remained a closed shop. Later the new Meteor was produced as a Formula II single-seater with torsion bar suspension and a new overhead-camshaft engine. It is fast but has not yet shown the staying power of the Frazer-Nash or the well-developed Italian 2-litre cars. Some of the Veritas single-seaters now have an anti-roll bar at the front and the disc wheels are now mounted on splines instead of on the original B.M.W. system of four locating pegs with a central lock nut.

Something Kuchen

Challenging Veritas for premier German racing honours is Baron Alex von Falkenhausen, another ex-B.M.W. engineer. His first monoposto racing car—the A.F.M.—with modified B.M.W. engine was said to weigh only 925lb, and the latest car, which was driven by Hans Stuck in the German Grand Prix, has an interesting 2-litre V eight engine designed by Kuchen, the well-known German motor cycle designer. The Kuchen engine has twin overhead camshafts and eight motor cycle carburetors mounted in the V. Bore and stroke are 67.3 x 70 mm, and an output of 153 b.h.p. is claimed at 8,000 r.p.m. There is double ignition from two eight-cylinder distributors and the valves seat directly in the light alloy of the head, which is made of silumin. The cylinder liners are screwed directly into the heads as in aircraft, and the assembly is pulled down on to the light alloy water jacket casting by ring nuts at the bottom of the steel cylinder liners. The head joints consist of copper rings, but on the car's three appearances during the summer there appeared to be differential expansion problems, for the water did not stay in the jackets. Compression ratio is 14 to 1 and the weight of the complete engine was quoted by Hans Stuck as 220 lb, which brings it very nearly into the aircraft category of power to weight ratio.

The A.F.M. chassis has coil springs all

A selection of current 500 c.c. racing cars in Germany. At the top, the R.C. Special driven by Bruce Campbell, an Australian, has B.M.W. engine with Volkswagen gear box and rear suspension. Next, Oskar Frank's Cooper with long-range tank; one of several racing in Germany. The latest Scampolo, built by Komossa, has B.M.W. engine cooled by air ducted through the chassis tubes. Swinging arm rear suspension is by torsion bars. The Monopoletta, by Polensky, has B.M.W. engine and independent suspension all round by transverse springs.

BACK: continued

round. There are wishbones of unequal length at the front, and at the rear a de Dion axle is used with very short radius arms and a central ball pivot to locate the axle beam. The complete body can be removed from the chassis in a few minutes and weighs only about 62 lb. This is one of the most interesting Formula II designs yet seen, but development is clearly needed, and its sponsors do not have unlimited resources.

Most of the Volkswagen specials consist of streamlined bodywork on a cut-down Volkswagen chassis, but the combination of an overhanging power unit mounted at the rear coupled with swing axle suspension in a very light car does not provide the optimum in high speed road-holding, and the more ambitious specials now have the engine mounted amidships with the driver in front. There are various new cylinder heads which increase the power available for the Volkswagen and some of them provide hemispherical combustion chambers with inclined valves by means of long and short rockers rather like the layout used on the Peugeot 203. Special heads designed by Dr. Porsche push the output to about 40 b.h.p.

In view of the shortage of money and materials it is not surprising that German enthusiasts have eagerly followed the lead of this country and have taken up 500 c.c. racing with enthusiasm. One of the leading constructors is Helmuth Polensky, a young garage proprietor who originally sank most of his spare cash in making a B.M.W. special called the Monopole (Monoposto, Polensky). He now builds the well-finished Monopoleta 500 racers, with air-cooled B.M.W. flat-twin motor cycle engine behind the driver.

Rotary Inlet Valves

His chief rival is Walter Komossa, young son of a well-to-do family, who has set up a workshop building the Scampolos, which are probably the lightest of all 500 racers. Every detail is carefully studied and the detachable steering wheels seem to be curled up from bits of wire. In the beginning the shortage of suitable power units was solved by taking the D.K.W. two-stroke car engine and adding a chain-driven rotary inlet valve, fed by two carburetors. Water-cooling entailed an appreciable weight penalty, but weight was saved by cutting off the cast iron water jackets and immersing the cylinders in a fabricated aluminium box connected to a radiator in the nose of the car.

More recently Komossa has been able to obtain B.M.W. engines, and his ingenuity in weight-saving is now expressed by taking the cooling air supply to the cylinders through the main tubes of the chassis frame.

The new drivers in Germany have up to now been in a fairly difficult position, for they have had to operate on improvised cars of doubtful reliability and did not have the opportunity for studying the methods of the acknowledged masters in international competition. Pre-war stars of the Grand Prix firmament like Lang and von Brauchitsch could not afford to dim the lustre of their names by taking up racing again until first-class cars were available. Lang did appear in this year's German Grand Prix on the Nürburgring with a Veritas, but he soon withdrew with



The modified D.K.W. engine used in the early Scampolo 500, with aluminium water jacket, rotary inlet valve and with two motor cycle carburetors. The complete car is one of the lightest of all 500 c.c. racers.

mechanical trouble. Von Brauchitsch came to the line in his famous red helmet, driving the A.F.M., but failed to show anything approaching his pre-war brilliance.

Outstanding among the post-war generation is Fritz Riess, who is able to operate both sports and monoposto Veritas cars and who gained this year's German sports car championship in the 2-litre category. Karl Kling was 2-litre sports class champion from 1947-1949, and Toni Ulmen was last year's Formula II racing champion in Germany.

German racing really restarted as early as 1946 when an eight-kilometre hill-climb was held at Ruhstein and was won by Hermann Lang in the B.M.W. which won the closed-circuit Mille Miglia at Brescia in 1940. A few weeks later there was a race on an autobahn circuit near Karlsruhe in the American Zone. The German police tried to stop it, despite the approval of the United States authorities, but about 50,000 spectators attended.

1947 saw some real progress with a meeting on the Hockenheim circuit near Heidelberg. Transport was short then but 250,000 people poured out from Frankfurt, Stuttgart, Mannheim and Darmstadt, some of them riding on the buffers and steps of trains to get there.

1948 was a difficult year owing to the devaluation of the mark, but every Sunday there was a race or a hill-climb somewhere and work began on resurfacing the Nürburgring, which had been damaged when used as a vehicle park by the French. The May meeting at Hockenheim attracted 280,000 paying spectators and the Veritas appeared for the first time. 1949 saw the first race meeting on the Nürburgring and although Germany had not then been readmitted to international competition, a Frenchman and a Belgian took part, and one of them gained a two months' suspension from the F.I.A. for his trouble.

In September last year the first meeting was held on the Grenzlandring, a nine-kilometre autobahn circuit near the Dutch border. Little had been heard about this circuit previously, as it was originally designed as an assembly point for the Panzer divisions invading the west in 1940, but it is almost certainly the fastest road circuit in Europe. The autumn of last year also saw the first revival of the Solitude hill circuit, an eleven-kilometre run through the tree-clad mountains near

Stuttgart, and the meeting there this summer was attended by 400,000 paying spectators.

Of the pre-war front-rank German drivers Rosemeyer was killed while record breaking in January, 1938, and von Delius died in the German Grand Prix in July, 1937. Rudolf Hasse, the Auto-Union driver, died after a long illness during the war. George Meier, the German motor cycle champion who once drove cars for Auto-Union and who holds the world land speed record on motor cycles, is going back to bikes and was German champion in 1947, 1948 and 1949. Hermann Müller is another pre-war Grand Prix driver who has returned to motor cycle racing.

Mercs. at Nürburgring

Now the rumours are beginning once more, and there was a buzz of speculation when Mercedes-Benz dusted off a couple of the pre-war 3-litre Grand Prix cars and took them down for a few quick laps of the Nürburgring a few weeks back. Occasion for the outing was the making of a film, but Lang and Caracciola took the opportunity to do a little motoring and there were said to be some red faces when their lap times were compared with those put in by Ascari on the 1½-litre Ferrari a week or two before.

Mercedes-Benz would like to race again and fully intend to when conditions permit, but one of the directors, Prince Von Urach, told me in Paris a month ago, "We, better than anyone, know how much racing costs, and we cannot afford it just yet." Before the war the racing programme was the spearhead of the drive for overseas markets, but now the commercial affairs have to come first.

During a few days' stay in Germany at the time of the Grand Prix in August, I was able to put in a fairly high mileage on two of Germany's most popular small cars, the Ford Taunus saloon and the Volkswagen. The Taunus has a chassis on very similar lines to that of the Dagenham Prefect and the handling characteristics are very similar. In appearance, however, and equipment there are many differences. The cheapest Taunus just undersells the cheapest Volkswagen, so that in Germany, as in England, Ford have the cheapest popular car on the market, but the de luxe Ford boasts such refinements as hydraulic brakes, steering



These two cars are Germany's best-sellers in overseas markets although both are developed from pre-war designs. Above: The Volkswagen in export form with coloured bodywork and polished fittings. Right: The Ford Taunus with a chassis similar to the Prefect and re-styled coachwork.



THE LONG ROAD BACK . . . continued

column gear change, a combined ignition and steering lock, water thermometer and inspection lamp which plugs into a socket on the fascia. Mechanical details include an air filter on the crankcase breather and the carburettor intake elbow is connected to a pipe which draws fumes from the crankcase. The instrument panel contains such unexpected items as a water thermometer, electric clock and cigar lighter, the last an appropriate accessory in a country where cigars cost but a fraction of the price in England.

The interior light over the windscreen is switched on automatically when the doors are opened; there are two visors and twin electrical windscreen wipers. The Ford factory on the outskirts of Cologne is turning out about 2,500 cars a month plus about 1,000 commercial vehicles. By curious good fortune, it suffered no damage by Allied bombing despite the devastation of the city itself.

This fact has been overshadowed by the bizarre events of post-war years, when the Germans have watched the British dismantling obsolescent factories only to replace them with new equipment obtained from the United States. The paradoxes of the post-war world cannot better be illustrated than by the case of the Volkswagen made in the British Zone, which is now a serious competitor to British small cars in world markets, especially in Switzerland, Scandinavia,

South Africa and the United States.

The increase in Volkswagen exports represents a considerable threat to British manufacturers, and it begins to look as though we have planned ourselves into a state where we have either to let the Germans make their own living by competing against our own exports in foreign markets or else tax ourselves still more heavily in order to keep them in idleness. This problem will present itself in ever more acute form as the British standard of living declines under the burden of the rearmament programme.

The Volkswagen is fundamentally the same car which I originally tried in Berlin in 1939; but a steady process of development and detail improvement has taken place. Appearance is improved by the use of attractive pastel colours and of bright mouldings to emphasize the line, and the suspension is now more comfortable, thanks to an increase in the number of leaves in the torsion bars, which consist of several laminations clamped together. A more recent innovation is thermostatic control of the cooling system which regulates the flow of air to the cooling fan, so that it proved possible to start immediately and dispense with the choke almost at once after leaving the car standing out all night in bitterly cold mountain air. The power unit is carefully shielded from dirt and mud and most of the items requiring periodic attention keep remarkably clean. Exceptions are the covers over the overhead-valve gear, which are exposed to the dirt and oil under the car; but if these are removed and the car is hoisted on a

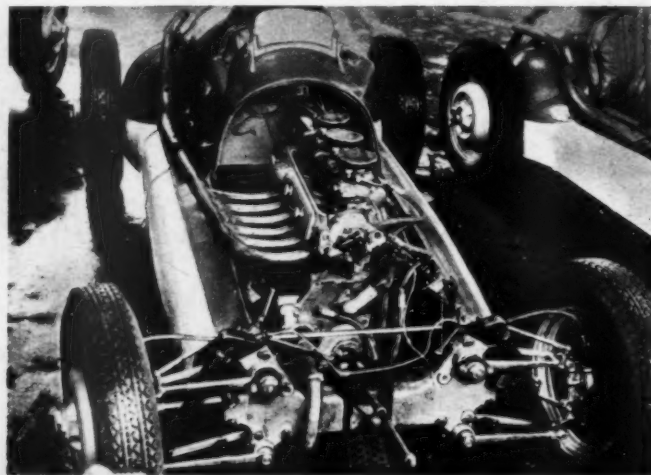
ramp, tappet adjustment becomes much easier than on many conventional cars.

The noise level is satisfactorily low, although there is a fairly pronounced howl from the cooling fan at between 45 and 50 m.p.h. Suspension over really rough surfaces is very good indeed and performance on the open road is very good for a four-seater saloon with an engine of only 1,131 c.c. Owing to the high gearing there is a feeling of unbreakability, which is confirmed by the fact that the road speed in top gear at a mean piston speed of 2,500ft per minute is 80 m.p.h. With the aid of gradient, the car will run up to 60 m.p.h. on third gear and with three up and luggage it covered several flying kilometres on the autobahn at a fraction under 70 m.p.h.

One usually has to dismiss the luggage capacity of rear-engined cars as inadequate, but there is space in the bonnet of the Volkswagen for two Jerry cans, and behind the rear seats there is room for two or three suitcases. This remains the best and safest rear-engined car so far built and its handling is superior to that of quite a few front-engined cars.

In comparison with the Taunus, the Volkswagen has undoubted advantages in riding comfort, road holding and hill-climbing, but for town use the Ford appeals by reason of its easy synchromesh gear change and good pulling power on the second speed of the three-speed gear box. Its hydraulic brakes require less pressure than the mechanical brakes of the Volkswagen and the elaborate equipment of the de luxe model appeals to many car-proud owners.

Hermann Lang, pre-war driver for Mercedes-Benz, seen in the paddock in a Veritas before this year's German Grand Prix. Right: A close-up of the Veritas chassis showing the torsion bar front suspension with anti-roll bar, mounted on a light alloy casting. The single overhead camshaft operates short transverse push-rods in the head.



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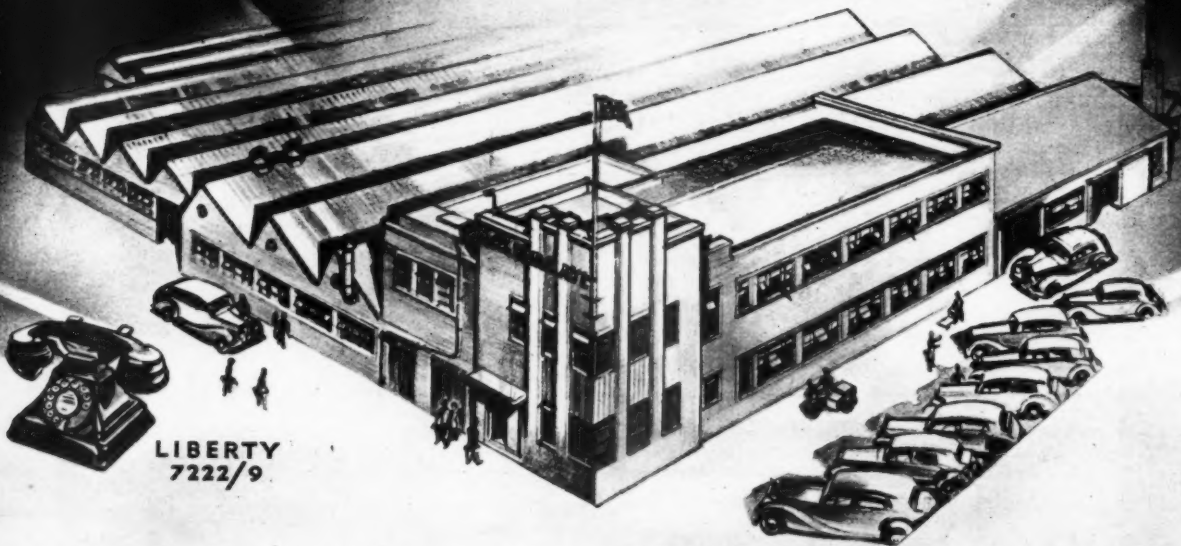
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Low build and seating position are shown. Large bumpers offer good protection against "bumper-bump" style of American driving.

American Production Special

THE roadster seen on this page is the result of an enthusiast's desire to "build and own his own" car. He is Tom Story, body shop foreman for the Lincoln-Mercury automobile dealers in Portland, Oregon, U.S.A., and the building of the car took one year of "spare time."

The first set of plans was drafted in 1944. After many changes, in 1949 the final set was drawn up and construction started. The wheelbase is 97in with a track of 54in. A Lincoln windscreen is mounted a modest 46in from the ground, and only 5in separate the engine from the road. The weight of the machine is 2,050 lb.

The engine is a fully tuned Ford V8, the small model of 135 cu in capacity known as the 60. The horse-power is now 113 with a $10\frac{1}{2}$ to 1 compression ratio. Twin carburetors are used with Offenhauser cylinder heads, and 6,500 is given as the top r.p.m. figure.

The engine is mounted about sixteen inches behind the front cross-member. This, of course, results in good balance as well as proper traction of the driving wheels, a feature which some present American cars lack.

Front independent springing is Willys, as are the rear axle and spring assembly. The rear springs are mounted outboard, adding to the stability, and large aircraft-type shock absorbers are used to control the springing, which is good judged even by European standards.

The design of the grille is part-Mercury and part-Story. The front wings have been cut down from 1949 Chevrolet types, while 1949 Pontiac were used at the rear. A fourteen-inch section has been removed. Bonnet, scuttle, doors, and luggage locker were built from stock material, and the bonnet cost the builder the most midnight oil.

The low frame is built from 10-gauge chrome-molybdenum channel steel with units of the floor and body built in to the boxlike construction. This makes for great strength as well as low weight. Up-sweeping of the frame at both front and rear results in a low floor and seat

STORY CUSTOM CAR FOR VARIOUS POWER UNITS



Good visibility for the driver and passenger is a feature of the Story. At this point in the car's construction the painting had not been completed.



Head lamps are placed far apart, and the lack of chromium and the low flat bonnet line are features.

The forward mounting of the radiator and mounting of the engine aft of the front cross member are shown in this photograph.



level. The propeller-shaft tunnel is used as an arm-rest serving both driver and passenger. There is a built-in handle in the right side of the scuttle for the comfort of the passenger.

Sound-deadening material has been sprayed on the bottom, the insides of the body, and on the inside of the bonnet.

Mercury steering is used, but has been modified to a higher gear. The stock Mercury steering wheel now turns $2\frac{1}{2}$ times from lock to lock. The gear change has been mounted sports-style on the floor.

The car is upholstered in yellow and white plastic material. A green carpet harmonizes with a dark green body.

The spare tyre is carried in the locker with a small amount of space for luggage. If more room is desired space will be found behind the seat. Wrap-round bumpers are used to protect the car from the well-known U.S.A. "bumper-bump" driving. The design in general follows the Italian school of thought with the low flat bonnet line and high front wings.

Top speed of the trim special is claimed to be 105 m.p.h. with the rev counter showing 6,500.

Tom Story has sold this car and is building a new four-seater on a 102in wheelbase. Springing on all the new Story custom cars will be by torsion bars, both front and rear, and future owners may have a choice of larger engines such as the Mercury, Oldsmobile, or the powerful Cadillac.

Market price for the new models will be \$3,500 in Portland, Oregon.

Lagondas in Toronto

A daily attendance of nearly 200,000 saw Lagonda and Aston Martin cars at the recent Canadian National Exhibition. The DB2 was particularly admired for its style, and won a coachwork award in the Watkin's Glen *concours d'élégance*, held by the Sports Car Club of America.



H. Parkinson's 1901 Darracq leaving the start in Hyde Park followed by Erik Corkett's de Dion Bouton, and (left) the 1904 Rover, driven by R.E. Rouse.

The scene at Pyecombe hill showing the array of spectators' cars; this stretch was typical of many others all the way along the route.



Veteran Vivacity

THE annual veteran car run from London to Brighton, organized by the R.A.C., in conjunction with the Veteran Car Club of Great Britain, took place last Sunday. Although most competitors started to the accompaniment of a considerable downpour, so quickly did the weather change that the vast majority of the miles covered were blessed by sunshine and blue, if slightly cloud-flecked, skies. This year, the record entry of 163 cars was received for the run; actual starters numbered 148, and of these no fewer than 137 succeeded in reaching the finishing point on Brighton's Maderia Drive before the control closed at 4 p.m. A feature of this year's event, also, was the revival of the parade of the cars through Brighton during the afternoon; the interest aroused, and the crowd of spectators attracted, by this as well as the run itself attained unprecedented proportions.

ONCE more, as so often before, Hyde Park was filled with a motley collection of strange-sounding, stranger-smelling mechanical contrivances in the chill dawn of a November morning; the annual "London-Brighton" was about to start. By 8.30 a.m., the time at which Commander C. L. A. Woollard, the first competitor, was due to leave, the crowd had reached a considerable size, with a variety of London policemen and R.A.C. scouts struggling to keep the roadway free from obstruction; and then the cream-painted Léon Bollée tricycle, still fitted with its original hot-tube ignition system, was despatched on its journey, together with the first of the 1903 cars, C. W. Rowe's Renault. This expedient—of splitting the entry into two halves, one car from each half being sent away simul-

taneously—was devised to relieve congestion, both *en route* and at the finish; it did, however, result in some of the later-dated cars having a much easier run than in previous years.

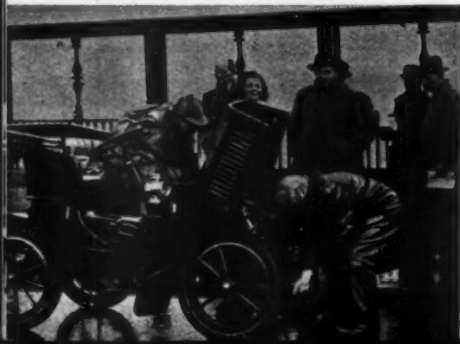
Another variation lay in the route taken, as the rehearsal for a Royal procession in connection with the visit of H.M. The Queen of the Netherlands had rendered the use of Westminster Bridge impossible. From Hyde Park Corner, therefore, the cars travelled by way of Belgrave Square to Vauxhall Bridge, and thence via Kennington Oval to Brixton, where greasy tramlines have so often in past years been the downfall of competitors. This time there appeared to be less trouble immediately after the start than has been the case of recent years, although the 1903 Phoenix Trimco and the 1904 Gardner-Serpollet steam car both found difficulty in quitting the Park.

On went the long cavalcade, through Brixton and Streatham, through Thornton Heath, round Croydon and Purley; and already, of course, there was trouble in the ranks, though most of it of a minor character. Commander Woollard's Bollée suffered ignition maladies and also broke a driving belt, while "Sammy" Davis, in the only other Bollée to run this year, got quite a lot of chances to demonstrate efficient pitwork, as "Beelzebub" was consuming plugs at a furious rate, raising them to an impotent red heat. Many other prominent motoring personalities were to be seen in exposed positions wrestling with wheel or tiller; Philip Fotheringham-Parker, pedalling strongly on the Century tricar, Tommy Wisdom with a Renault, F. W. Hutton-Stott with

his 1903 Lanchester, Hugh Hunter in one of the two 1904 Siddeleys, Bob Porter with—of course—his de Dion Bouton, and many more.

At one time quite a number of cars collected at the foot of Brixton Hill; among them were the 1900 Georges Richard of J. E. Crossman, which was in trouble with its cooling system, and J. E. Ford's 1895 Benz, driven by C. F. Burton, which unfortunately was later forced to retire. The President of the Veteran Car Club, G. James Allday, was held up near Croydon Aerodrome by fuel feed trouble in his 1904 Lanchester, but once this had been rectified the car completed the run to Brighton in fine style. John Bolster conducted the 1903 Panhard with great *éclat*, driver and passenger imbibing from a small flask (milk?) occasionally, on the principle, no doubt, that the habit was traditional. Whether or not this inspired the driver, the car excelled itself and gave no trouble whatever. Another unfortunate *en route* was G. Rayment, driving Major F. Harvey's 1904 Clement, who had the misfortune to strip the timing gears near Croydon; in spite of valiant

Vauxhall Bridge, 1950; C. E. Miller endeavouring to cause his 1900 Benz to recommence, while his passenger obviously considers it "elementary, my dear Watson."





John Bolster and James Tilling appear to be sharing the driving as well as the joke, as the 1903 Panhard nears Brighton.



Roy Clarkson and Gregor Grant urging their 1902 Panhard-Levassor up a slope; note the sprag beneath the rear of the car, ready for action if needed.



until 4 p.m., by which time 137 of the 148 starters had duly checked in. Of the remainder, only five were known to have retired, the other six completing the course in the fullness of time, though not qualifying for the commemoration awards. Later still came the tea party, under the auspices of the Mayor of Brighton, while in the evening the Veteran Car Club held their traditional dinner to celebrate the conclusion of yet another successful Brighton run.

All through the run the assistance given to competitors, by police and public alike, was of the highest order, and an especial word of praise must be accorded to the management and staff of Charles Rickards, Ltd., whose Spring Street garage was at the disposal of competitors before the start, the arrangements including refreshments and all kinds of assistance. The R.A.C. and V.C.G.B. may justly be proud of the success of this, the biggest ever in their famous series of pilgrimages from London to Brighton.

attempts to repair the damage he was forced to retire.

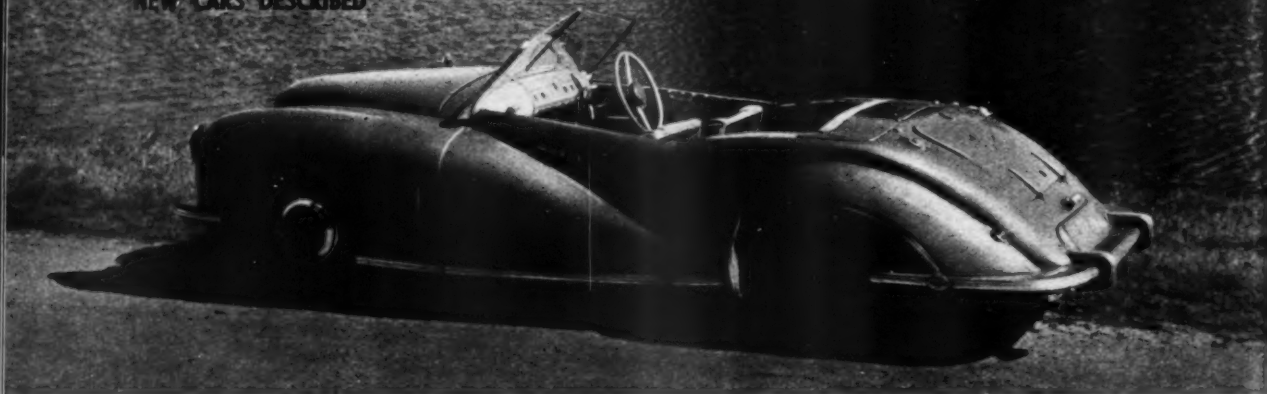
Nevertheless, the vast majority of the cars duly arrived in Brighton to the cheers of the enormous crowd, and took up their positions in the finishing enclosure. The half-frozen crews then besieged the buffet for hot drinks and lunch, while the supply of anecdotes and tales of adventure was as plentiful as ever. Considering the enormous volume of modern traffic which had accompanied the cars to Brighton, there were reasonably few untoward incidents; one of these concerned Courtenay Edwards, who had the misfortune to run into the back of a modern car with Allday's 1903 Mercedes, but with little damage and delay.

After lunch, the cars were once more made ready for operation; this time for the parade round Brighton itself. This was a great success, and attracted much acclamation; very few of the cars experienced trouble, though "Beelzebub" suffered the indignity of running out of petrol just before the finish. Late-comers were still arriving in ones and twos; the finishing control remained officially open

Below: A general view of the finishing enclosure on the Madeira Drive, Brighton. The equipment nearest to the camera in the left-hand line is Beelzebub, the Bolter, taking a well-earned rest after its labours.



NEW CARS DESCRIBED



The Paramount has only a slight dip in the top of the doors and a concealed hood also makes for a flowing fore and aft line.

The Paramount Mark I

TWO LIGHT SPORTS MODELS : COUPÉ AND ROADSTER : TUBULAR CHASSIS

SOME months ago a prototype sports car of very modern lines made its appearance. This was the Paramount, produced by Paramount Cars (Derbyshire), Ltd., at Swadlincote, near Burton-on-Trent. The design and specification have now been finalized and two models, a de luxe four-seater coupé and a four-seater roadster, are being put into production.

Aim of the designers has been to keep the weight down so that a good performance may be obtained from the 1,172 c.c. four-cylinder Ford power unit. At the same time this has not been achieved by skimping either the chassis or the coachwork, which is particularly roomy for a car of 8ft wheelbase and 4ft 3in track. A smart, essentially modern appearance has also been aimed at, the manufacturers feeling that there is still a demand for a car of distinctive lines provided that its performance is not out of keeping.

In view of the light weight of the complete cars, judged by British standards—15 cwt for the roadster and 15½ cwt for the coupé, these being dry weights—the performance should be adequate from the standard two-carburettor model and even better from the supercharged version.

Basis of the design is an underslung

chassis frame of cold-drawn, steel tubular members welded together to form a strong and rigid, but light, unit. The two main longitudinals are of 2½in diameter and 10 gauge, and they run straight from the front end to the third cross-member, being inclined inwards slightly towards the front. From the third cross-member they are bent inwards slightly, to run parallel, and then upwards a little to the rear cross-member. Thus there are four tubular cross-members, the front one of which is reinforced by plates welded on to it to form a box section, this giving it adequate strength to receive the wishbone links which support the steering pivots.

Chassis Layout

Additional stiffness is given to the main longitudinals by welding beneath them a channel-section web. Engine-mounting and body-mounting brackets are also welded to the frame. The front extensions of the main members carry a channel-section superstructure which receives the front bumper and also supports the horns, radiator grille and other fittings.

In this frame are mounted the Ford engine, clutch and gear box unit on four points. The engine has double valve

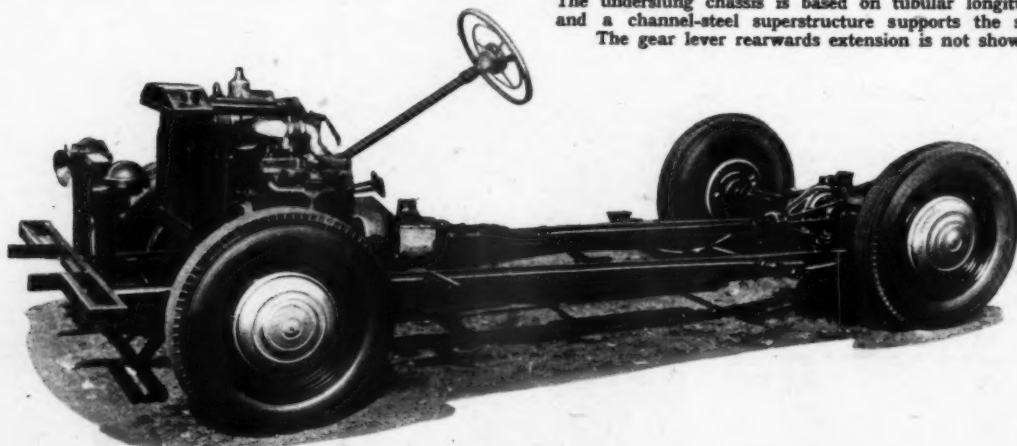
springs and two S.U. carburettors. Alternatively, a Shorrock's blower is fitted high up on the right of the engine and driven by two V belts from the front end of the crankshaft. Mixture is drawn through a single S.U. carburettor and the pressure developed by the blower is about 5 lb per sq in.

An open propeller-shaft with Hardy Spicer universal joints transmits the power to a hypoid bevel rear axle. Girling hydraulic brakes have 10in diameter drums, the pistol grip hand brake having mechanical operation to the rear shoes. Burman steering gear is fitted, with a two-spoke wheel bearing horn ring, Trafficator and dipper switches.

Front suspension is by a single transverse half-elliptic spring attached to the front cross-member, which also carries the double-acting Girling hydraulic spring dampers. The half-elliptic rear springs pass beneath the axle casing and are inclined downwards slightly from front to rear; double-acting piston-type shock absorbers control them. Wheels are pressed steel, with 5.25 x 16in Dunlop tyres.

Coachwork is of ash framing clad with aluminium panels, rubber or felt insulation being inserted to prevent vibration and drumming. A strong channel-steel

The underslung chassis is based on tubular longitudinals and a channel-steel superstructure supports the scuttle. The gear lever rearwards extension is not shown.



SPECIFICATION

Engine.—4 cyl., 63.5 x 92.5 mm, 1,172 c.c. Side valves. Three-bearing crankshaft. Pressure lubrication, AC oil filter. Twin S.U. carburetors. Four-point mounting.

Transmission.—Dry single-plate clutch. Three-speed synchromesh gear box with remote central control. Ratios, 4.88, 8.5, and 14.9 to 1. Open propeller-shaft to hypoid bevel rear axle.

Suspension.—Independent front with wishbones and transverse half-elliptic spring. Half-elliptic rear springs. Double-acting hydraulic spring dampers.

Brakes.—Girling hydraulic with 10in diameter drums.

Steering.—Burman high efficiency variable ratio.

Wheels and Tyres.—Dunlop 5.25 x 16in on pressed steel detachable wheels.

Fuel System.—8-gallon tank. Mechanically operated fuel pump.

Jacking.—Amidships sockets through traps in floor.

Main Dimensions.—Wheelbase 8ft. Track, front, 4ft 2½in, rear, 4ft 3in. Ground clearance 6in. Overall length, coupé 13ft 10in, roadster 13ft 3in. Overall width 5ft 6in, height 4ft 3in. Dry weight, coupé 15½ cwt, roadster 15 cwt.

Price.—Coupé £575 plus P.T. £160 9s 5d. Roadster £498 plus P.T. £139 1s 8d. Super-charger £75 extra.



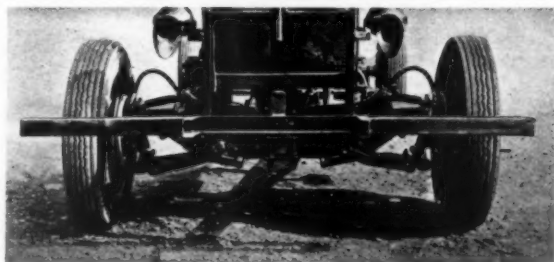
Simplicity is the keynote of the front panel. Sidescreens are diagonally hinged to give an arm opening.

coupé and of Vynide for the roadster, cushions and squabs being of Dunlopillo supported on springs. The coupé has fixed side panels at the front of the doors, the main windows having winders. The head folds down neatly and is then concealed behind the rear-seat squab. Equipment includes 12-volt electrical system, bumpers front and rear with over-riders, and louvres in the front-wing valances in front of the twin horns and also below the horns to provide additional under-bonnet ventilation. Head and side lamps are carried in the front surface of the wings.

Of similar lines the roadster will have hood and side curtains, will not carry bumpers, and will have a somewhat plainer frontal appearance as the louvres for ventilation and in front of the horns will be omitted.

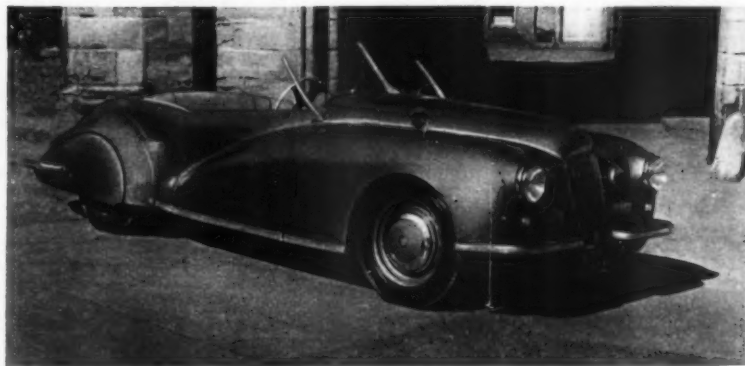
Left: The wishbone i.f.s. layout and channel-section superstructure supporting bumper, horns, grille and other fittings.

The Paramount in a three-quarter front view. There are wing mirrors, wrap-round bumpers, and traffic indicators in the front wings.



superstructure supports the scuttle and takes the weight of the wide doors, which are carried on concealed hinges. Doors and front wings are of box section at certain points to give additional stiffness. Screen pillars are very robust, although their section is not large enough to obstruct vision.

In general, the coachwork is of stream-line form, with long sweeping front wings, the lines of which are continued over the doors to meet the rear wings, which have detachable side valances. In the well-curved tail is housed the spare wheel, and there is also ample luggage space. Upholstery is of hide in the



INSURANCE : SPECIAL REASONS AGAIN

LAWYER-ON-WHEELS writes:—Every motorist knows that he must not drive his car, or permit it to be driven, on the road unless he is covered by insurance against third-party risks. If he is convicted of committing that offence, the justices must disqualify him for a period from holding a driving licence unless they find "special reasons" for not doing so. The question what does or does not constitute special reasons in this connection has often been before the Divisional Court on appeal from justices, and now yet another point has been cleared up:—if a motorist is, when stopped by the police, without cover

through some technical inadvertence, and the insurers then state that, had a claim arisen while the motorist was uninsured in those circumstances, they would have considered themselves as liable to meet it, that constitutes a special reason why the justices, though they convict and fine the driver, should not disqualify him.

This was laid down on October 4 in *Pilbury v. Brazier*.—The defendant owned a fleet of taxicabs managed by a garage manager who was instructed to see that all the defendant's vehicles were insured when on the road. When the driver of one of the taxicabs was stopped by the police he was unable to produce

an insurance certificate. What had happened was that the insurance of that particular cab, which was covered with a number of others by one policy, had been suspended while it was undergoing overhaul, and that by oversight the insurance company had not been informed when it was taken back into service. The company wrote to the police stating these facts and saying that, had an accident arisen resulting in a claim, they would have considered themselves on risk. The Divisional Court, dismissing the appeal, upheld the justices in their finding that there were special reasons for not disqualifying the defendant.

Double-dipping Head Lamps

NEW LUCAS SYSTEM DESIGNED TO COMPLY WITH THE INTERNATIONAL REQUIREMENTS OF THE GENEVA CONVENTION

TO meet the requirements of the International Geneva Convention on vehicle lighting, which has been agreed to by the Government, the standard lighting equipment will, in future, have double-dipping head lamps. As has been previously, but briefly, noted, these will shortly be fitted by car manufacturers on new productions, and, later on, the head lamps of many existing cars can be modified to conform with the Convention.

In the new Lucas head lamps the "square-pattern" lens, briefly described in *The Autocar* of September 29, is an important feature. The design of any head lamp rests on two fundamental but conflicting requirements; a powerful light is required for fast, safe, night driving, but it must cause as little dazzle as possible to approaching traffic. It is not practicable to design a lamp in which these two factors are combined in one beam. A good head lamp should have a powerful, far-reaching, central beam around which the light is distributed both horizontally and vertically in order to illuminate as great an area of the road surface as possible. Such a lamp will inevitably dazzle an approaching driver unless the beam is dipped or deflected downwards, either mechanically or by the use of a separate offset filament in the head lamp bulb.

With head lamp lenses as used up to the present a certain amount of upward, and hence dazzling, light is projected even when the axis of the beam is inclined well below the horizontal, so that to attain the desirable degree of freedom from dazzle it has been necessary to dip by switching off the right side lamp and deflecting the beam of the left side lamp downwards and to the left.

With the new square-pattern lens, however, it is possible to use both head lamps for dipped lighting without any increase in dazzle, but with much better illumination of the road ahead. This is made possible by the new Lucas light unit, which employs a reflector and front lens, permanently fixed to each other, and a

specially designed bulb fitted into the reflector from the rear. The bulb can only be fitted in the correct position. It has two filaments, one for the main light and the other for the dipped light, which are both permanently located in their correct positions relative to the focal point of the reflector.

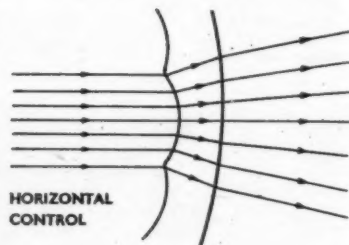
Having thus ensured that the lamp shall always be correctly focused, the next step is to control the distribution of the beam by means of the lens design. A parabolic reflector is used, but because of the filament size the beam emerges as a cone and not as a parallel beam. Accordingly the lens is divided into about 160 strips, 1 in deep and $\frac{1}{4}$ in wide, each of which can be fluted to spread the light to any angle and prisms to bend it in any direction. Thus, if in any one of these small zones the component of the passing beam is directed above the horizontal a vertical prism can be used to deflect it below the horizontal. As a minimum of light above the horizontal is required in the dipped beam, all the appropriate zones in the lens are so prisms. By this means it has been possible to reduce the glare candle-power in the direction of the on-coming driver to half the value given by a head lamp with only a vertically fluted glass. The beam formed by the sum of these separate strips is thus fully controlled, and this applies to both driving and dipped beams.

As a result of these advances in light control the double-dipping system is made possible, both head lamp beams being deflected downwards and to the left when the dip switch is operated, giving twice the illumination of the road surface compared with the single-dipped beam now used, but no more dazzle.

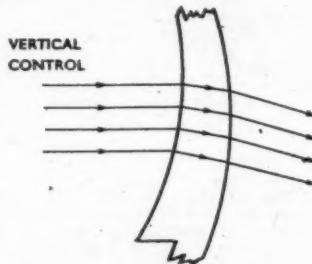
Additionally, the beams are spread out so that the road close to the car is evenly illuminated over its entire width. This proves satisfactory to both the driver and the approaching driver; the driver has wide and evenly distributed local illumination which allows him to place his car accurately on the road, while along his left-hand side the beam reaches out ahead



This is the square pattern head lamp glass now used by Lucas. It presents a smooth front but (below) the flutes and prisms on the inside spread or deflect the light in a controlled beam.



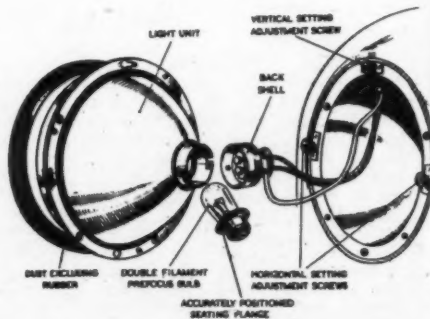
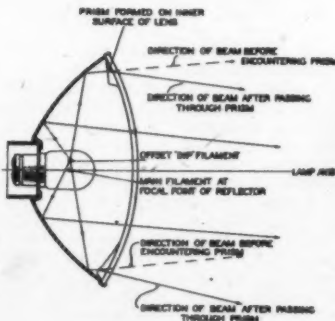
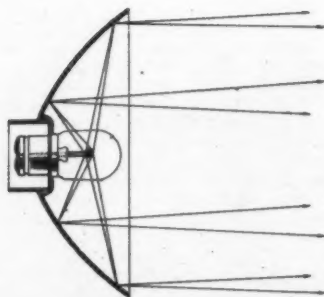
HORIZONTAL CONTROL



VERTICAL CONTROL

to the kerb; the approaching driver sees the other's head lamps replaced by a light which combines with that from his own lamps—assuming that his car also has double-dipping head lamps—to give effective and almost uniform illumination over the road between them with the minimum of dazzle.

Left : A slightly divergent main beam is produced by a parabolic reflector with a transverse filament at its focal point. Centre : Light from the dipping filament is prevented from rising by prisms in the lens. Right : The complete lamp is constructed so that the two bulb filaments are accurately located.





Looking through the rear compartment of the Pilot Panther to the end kitchen. Panelling is oak, and there is (right) a Pithers anthracite stove.

A CARAVAN DE LUXE

AMONG caravan connoisseurs, the Panther De Luxe, built by M. R. Pascall, Ltd., Pilot Works, Oakengates, Shropshire, has a deservedly high reputation. It is a 22ft three-compartment van costing £1,475 and it is built to last, of high grade materials, and by craftsmen. In the 1951 model various modifications have been made to increase comfort, but the well-proved basic constructional principles are adhered to. The chassis is of channel and angle section steel, the channel longitudinals

forming an apex at the front end to receive the Brockhouse towing gear. Wheels are of 10in diameter to carry 8.25 by 10in commercial tyres and are fitted with Girling brakes of large frictional area.

Owing to the length of the chassis it possesses considerable flexibility before the body is mounted on it, but the body is designed and constructed to impart the necessary rigidity to the complete vehicle. Welded or overlapping joints are used throughout to achieve weather-

proofness. The roof structure is partly box sectioned and adds greatly to the strength of the complete structure. The furniture also is built-in and likewise plays a part in stiffening the body.

Modifications are mainly to the domestic arrangements to facilitate work in the kitchen. Thus the kitchen and toilet layout has been reversed and the bath has been replaced by a shower. The two sliding doors previously used are replaced by a dual-purpose hinged door which encloses either the toilet room or kitchen as desired. The toilet room can be entered without passing through the kitchen and the latter is now much larger, has more cupboard space and improved fittings. These include conveniently placed china cupboard which swivels round in front of the serving hatch to the main compartment, so that china can be placed in position in the kitchen and withdrawn direct from the living room.

A 20-gallon water tank is fitted beneath the floor. The Perspex roof lights open for ventilation. The interior divides into two compartments; the front having two single or one double bed, a small wardrobe and a detachable table which can be stowed in the roof. The centre compartment contains a large wardrobe, sideboard, double bed and the stove, but interior layouts can be varied to suit requirements.

In response to requests for a lightweight van incorporating the same principles of construction, the Pilot Lightweight at £395 has been introduced. The length is 15ft, width 6ft 4in and headroom 6ft 3in. The van weighs 14½ cwt unladen and can be towed by a 10 h.p. car.

Steel-Shod Tyres

A FAIRLY recent innovation in tyre treads has been the introduction by Tyresoles, Ltd., Palace of Engineering, Wembley, Middlesex, of a retreading process which laces coils of steel wire into the rubber of the tread, called, appropriately, Wyresoles. With the increase in the price of new tyres and the degree of dependability provided by the best retreading processes this new tread, costing only a few shillings in excess of the normal retreading cost, must be of wide interest. A 4.50x17in tyre, for example, costs £2 13s to be retreaded by this system. As the Wyresoles process is so akin to the usual Tyresoles something should be said of this retreading process as a whole.

In the early days of retreads any damaged cover was automatically refused, but with the improvement of repairing processes only a small percentage are now considered unsafe to retread. The method of fixing the new tread is fairly simple. The old cover is very carefully examined and damage repaired and vulcanized. The remaining tread is buffed down and a strip of tread rubber is wrapped round and temporarily attached.

A circular mould is clamped on to the new tread and connected to a steam supply. The rubber is heated up to a very high temperature at which the rubber melts, fuses to the cover, and adopts the tread shape from the mould. The important factor in this process is that the wall of the tread should not be heated as it may subsequently be brittle and make cracking likely. In the Tyresoles process this is carefully avoided and

a member of *The Autocar* staff watching the procedure found that even when the tread of the tyre was at several hundred degrees Centigrade the wall was cool enough for a hand to be held against it.

The Wyresoles process is the same except that coiled wire is placed in the grooves of the mould and is buried in the protruding tread ribs during the molten stage. About 500 miles are normally covered before the wire wears right through, whereupon the coil has become a series of U-shaped pieces of wire, the ends of each U protruding towards the road. The wire naturally wears more quickly than the resilient tread rubber with the result that in normal running the tips of the wires are below the surface of the tread and the action of the tyre is normal. When the tyres are unduly stressed, however, such as during heavy braking or fast cornering, the rubber is distorted and the wires protrude to contact the road. At such times staring bystanders may be noticed—but this is only because they cannot diagnose the cause of the sparks!

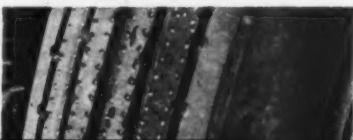
A set of Wyresoles fitted to one of *The Autocar* staff cars were buffed down at the factory so that the coils of wire were worn through to produce their "claws." It was considered in normal driving that a better grip was provided, although under conditions of extreme slipperiness, such as wet wood blocks, the tyres were not sufficiently stressed, at the relatively low speeds involved, to make the claws extend. The feeling of extra safety in everyday driving, however, is comforting.

Some road noise is produced by these treads until the wire has worn down but it is in no way obtrusive. Concrete claims with regard to extra protection against punctures cannot be made but there is certainly the possibility of the wire deflecting nails.

During the 3,000-miles' test given to the set of tyres, which had already been buffed down as previously described, one puncture was incurred and wear was not in excess of what would be expected from ordinary tyres. There was no suggestion of the surface of the tread breaking up as a result of the presence of the wire. The Wyresoles service is available at the 37 local factories in Great Britain, or through service stations, and in several overseas countries.



A Wyresoles tread after buffing, exposing the coils of wire and (below) after a period of running. The outside ends of the loops have worn away, leaving the wires in claw form.





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Heckington Mill, a venerable eight-sailed windmill. It is in poor condition; the slats have been removed for safety since the picture was taken (letter 62966).

CORRESPONDENCE

LINCOLN LANDMARK

A Plea for Heckington Mill

[62966].—May I, before it is too late, arouse your readers' interest in a Lincolnshire landmark which is in danger of becoming derelict? On revisiting the village of Heckington recently, I found the famous windmill there a sorry sight; all the slats have been removed from its sails, one blade is missing from the fantail, and the catwalk encircling the tower is unsafe and unusable. Yet this is one of the country's finest windmills, and the only one, at home or abroad, with eight sails. It has been illustrated in many magazines and most guidebooks to Lincolnshire and the Fens.

The millers estimate that it would cost about £1,000 to put it into working order. Heckington Mill was working until four or five years ago, but for some time past it has been used to grind grain for animal feeding stuffs, rather than for human consumption. The expense of repairing it might be considered uneconomic from a purely commercial standpoint; but surely, taking a wider view, we cannot afford to lose such a well-known landmark, familiar to travellers for business or pleasure, by road and rail?

ALEC DAVIS.

London, S.W.10.

HIGHLAND TOURING

A Good Trip in a Small Car

[62967].—After reading G. Douglas Bolton's articles "The Pass of the Cattle" and "Towards Cape Wrath" in your excellent journal, I decided this summer to make a tour of the Highlands, which included these as well as John o'Groats and the Isle of Skye.

The car used was a pre-war Series E Morris Eight with 40,000 miles on the clock (rebored, tyres retreaded at 30,000 miles). The load was two occupants of over 14 stone each and a considerable amount of luggage—the equivalent of travelling four up.

The tour of over 2,000 miles was completed with no mechanical trouble whatsoever, other than a puncture, and this on a main road.

Cape Wrath did not live up to its name, but the ascent of the Pass of the Cattle was made in what can only be termed a cloudburst, which turned the so-called road into a mountain stream! The prolonged first-gear climbing entailed a stop for cooling; otherwise there was no difficulty beyond meeting a solitary vehicle—a Land Rover!

The overall petrol consumption was 41 m.p.g., and that of oil almost negligible, apart from a change. When it is realized that the trip consisted, in the main, of low-gear work over doubtful roads, and of long, fast runs, these figures will be seen in their true colours.

I think that this performance does help to emphasize the remarkable robustness, longevity and economy of the British light car. I enclose some photographs taken during the tour.

London, S.W.5.

R. T. WEBSTER.

IN THE WILD NORTH-WEST: The Pass of the Cattle in rain and mist; Moors of the Parph; the peat track (bottom) to Cape Wrath; letter [62967].



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CORRESPONDENCE

continued

MOUNTAIN TRACKS

Over Eunant in an Austin Seven

[62968].—My brother and I came up from Dinas Mawddwy and down the Eunant valley in a 1932 Austin Seven this last August.

A stream has apparently been running down the road for several years and it was pretty rough going. We had to get out and lift the old car over a rock at one place. The enclosed photograph shows the car nearing the top of the first hill (and boiling merrily).

A. and J. PALMES.

Drewsteignton, Devon.

Difficult Passage of the Pass

[62969].—I am prompted by your footnote to letter [62940] to offer my fairly recent experience of the Eunant track. In September, 1949, after the exceptionally dry summer of that year, I traversed this track from the Vyrnwy end to the top of Bwlch-y-Groes.

My car was a 1939-40 Austin Eight tourer and the passengers included my wife, two sons aged 4 and 5 respectively, and my daughter aged 5 months.

Your correspondent states that the approach from Vyrnwy looks even less encouraging than that from the Bwlch-y-Groes end. He would be still less encouraged if he were to see the condition of the track about half-way between these points!

On two occasions my wife, and, perforce, my daughter, flatly refused to sit in the car any longer and walked over the worst of the track—keeping a wary eye on the steep drop to the river on the left.

Several times it was necessary to get out of the car to make a survey of what remained of the "road" and to remove substantial boulders before progress could be maintained. Many small streams in deep gullies had to be negotiated and, had the summer been a wet one, it is doubtful if the occupants would have remained wholly dry. Trials experience was really necessary to pick a path at several points. The Austin has an exceptional ground clearance and I doubt if any of my Singers or M.G.s would have retained an undented keel with the track in the condition that I found it. Torque in first gear proved ample the whole way with the exception of one short, sharp rise, heavily boulder strewn, with a very deep gully at the bottom. I just made it, with the aid of a deft piece of clutch slipping; but it was touch and go.

Having once put my hand to the plough it went against the grain to turn back but, knowing what I know now and after the summer (?) of this year, I would not readily undertake the trip again unless suitably mounted on a trials special—but it was fun while it lasted. By comparison Bwlch-y-Groes was a flat arterial road.

I know the Hirnant Pass well. It does not compare with the Eunant track for severity of gradient or roughness of surface. It would, of course, be easier to negotiate the Eunant from Bwlch-y-Groes to Vyrnwy, from the gradient point of view.

To sum up; the track is passable but certainly not by either a car or driver who finds the climb up from Dinas Mawddwy in any way difficult.

Wrexham,
Denbighshire.

R. W. DRAYCON,
Late Secretary, Maidstone and
Mid-Kent Motor Club, Ltd.

BODY LINE

Analogy with Dress Design

[62970].—During the recent post-war years, I have been very interested in the form and line taken for car body design in this country.

I think that an analogy may be established between car body and dress design. From the splendour of the Edwardian period, we pass through the rather drab 'twenties, through the 'thirties, and so to the post-war period with its "new look" dresses and its "double-fronted," "razor-edge," and other fashionable shapes of cars.

If, however, we look at the dress designs of ancient Greece, we see that even today, after two thousand years, their designs are second to none, with exquisite simplicity and grace of line. These designs have been unblemished by time, and are truly works of art and not merely fashion.

When are car body designers in this country going to design



Up from Dinas Mawddwy and over the Eunant in a 1932 Austin Seven: (see letter 62968.)

bodies with that classical grace of line—something of which is seen in the Mark VII Jaguar saloon—so that a car may be the joy of a lifetime, instead of the fashion of a decade?

Bingley, Yorkshire.

D. K. DEAN.

TWO ABREAST

Cyclists and Traffic Flow

[62971].—I feel that The Scribe should not be permitted to fill valuable space in the promotion of warfare between classes of road users (September 29). It is impossible to generalize about people or what they do.

In the narrow streets of a town cyclists will be as rapid as the (safe) traffic speed. In country lanes there is little evidence that dense traffic contributes to the country's standard of living. On the other hand, on the roads which do carry important traffic, cyclists two abreast will not "hold Britain back."

Altogether, sir, it is an unworthy contribution.

Melksham, Wiltshire.

PHILIP HUTCHINGS.

[The Scribe comments: "I rely on the Editor not to suppress honestly held opinions. Safe speeds in towns are matters of opinion, and I did not say that dense traffic contributed to the country's standard of living; I said that 'an integral part of a country's standard of living is the speed of its traffic flow'—a quite different thing. Finally, I proffered my opinion as a cyclist as well as a motorist."—Ed.]

ANGLO-CANADIAN

Small Ford Does a Big Journey

[62972].—In your excellent journal the descriptions of car travel in various parts of the world have given me many hours of enjoyable reading. One point, however, has bothered me. The car used has usually been above average in both price and performance. A trip made this last summer in one of Britain's most modest cars may interest those of your readers whose choice of car is perforce limited.

The car was a 1949 Anglia, the distance travelled 3,000 miles, and the time two weeks. The route was a rough circle from Edmonton, Alberta, Canada, south into the United States, west to the Pacific Coast, north by road and ferry into Canada, and then back to Edmonton by a more northerly route.

Road conditions were extremely varied: sea level and over 7,000ft, rough gravel trails and smooth eight-lane concrete highways, flat desert terrain and mountain passes to jar the most avid candidate for a Coupe des Alpes. In three instances steep twisting grades of seven to ten miles were met. One whopper of eighteen miles we christened, with apologies to Scotland, "Rest and Be Thankful."

The Anglia carried three adults with considerable luggage, a roof carrier proving necessary. Frequent stops precluded a very accurate log book. However, for the whole trip miles per Imperial gallon were roughly thirty-five, more than adequate considering terrain, load, and a cruising speed high for the size of the car. Except on the more mountainous sections



CORRESPONDENCE

— continued —

HOT AND COLD: Snow in August—at 6,650ft, Logan Pass, Montana (see letter 62972). Below: Would the desert highway light a cigarette? (Shade temperature 110 deg F.)



the Anglia travelled very comfortably at 50 to 55 miles per hour. Maximum speedometer reading registered was 67. One stretch of 200 miles, which included slowing for several towns and a stiff head wind, was completed in three hours, fifty minutes.

There was no mechanical trouble of any kind. Oil consumption was about three quarts for the entire trip. Water disappeared at a high rate until the trouble in the form of some grasshoppers in the radiator core was removed. Only on the occasional very steep stretches was there need to stop and let the radiator cool. At such times there was usually plenty of company from Dyna-Flows and other leviathans.

An English Ford aroused some curiosity in the Western United States. One resident of Kalispel, Montana, stated to a questioning group, "It's one of those new Anglican cars." Using Automobile Association lists we escaped even one poor meal. Overnight stops in Motels were equal to those of the best hotels.

The most interesting sidelight of the trip occurred in Seattle, Washington—a Super Service Station where the word Super was not misapplied. You could get anything short of a new engine in an hour, and there was a glass-enclosed waiting platform where 75 to 100 motorists sat in comfortable chairs as a staff of drivers dined their serviced autos up from the subterranean garages. Workmanship was of the highest calibre, but the place seemed a little like Waterloo station at rush hour.

Our trip was a complete success. We went everywhere we wanted, if not in elegance at least in comfort. The total cost was less than \$125 or about £40 per person. We found that Western Canada and the United States constitute a real proving ground for any car, but that here, as in other parts of the world, even the most modest British car gives complete motoring satisfaction.

Edmonton, Alberta.

S. SCRAGG.

CAPE RALLY

Opinion from West Africa

[62973].—Mr. Ralph Sleight's letter [62887] is most timely. We read a lot about the records won by British cars in endurance tests on racing tracks, but what do these prove for the car user in countries where the roads are very far from being racing tracks? People in the Colonies would be far more impressed by more practical tests under colonial conditions. Let a manufacturer send a stock car to be run for 500 miles a day for a month at 40 m.p.h. over some of our ordinary "permanently waved" main roads. The accomplishment of this would be far more impressive to us.

The Cape Rally would be a good test of a car, giving a very wide variety of road conditions, not to mention the negotiation of 20-odd ferries which are a severe test of the suitability of the

design of a car for Central African conditions. I recently drove from Nigeria to South Africa and the road conditions on this part of the route are nothing to be afraid of. The desert crossing is, I believe, not so simple, but it is, all the same, a good and necessary test of a car's efficiency.

Aba, Nigeria.

COLONIAL SERVICE.

MANIFOLD MYSTERY

The Way In

[62974].—For the information of Michael Brown ("Dovedale Revisited," September 29), he could have entered and crossed the Manifold Valley easily at a spot about half a mile north of the road he chose, i.e., by taking the Butterton to Wetton road which passes Thor's Cave.

Incidentally, I am told the Manifold contains many wild flowers peculiar to this valley alone.

Newcastle-under-Lyme, Staffordshire.

H. R. HODGKINSON.

A WELL-KNOWN CORRESPONDENT

Appreciation of the Late Phil Paddon

[62975].—Your correspondent "Rolls-Roysterer" died on August 4 this year. His death, occurring as it did at holiday time and in the midst of the printing difficulties, was almost unremarked.

As he was a pioneer motorist and enthusiast *par excellence* I feel that there will be many among your readers who would be glad to see some small tribute paid to his memory in these columns.

"Rolls-Roysterer" was the nom-de-plume of Phil Paddon, a pioneer motorist in the truest sense of the term; his motoring, dating from 1900, and his service in the motor trade, extending over fifty years, can have few equals. He used to assess the number of cars he had owned personally at something over three hundred. He owned over eighty Rolls-Royce cars in his lifetime!

As his pen-name implies he had a very special affection for the products of the famous Derby firm. He was, in fact, a partner in ballooning with C. S. Rolls before Rolls-Royce was founded.

His own firm, Paddon Bros., of which he was managing director, and which happily continues, dates from 1909 when it took its birth from the earlier firm of Paddon and Sopwith (1905).

There must be many better qualified than I to write of Phil Paddon; but to any who knew him he was above all kindly, generous and humorous (who could match his fund of motoring tales?) and the best of good friends.

In conclusion I quote, from his own hand, what seems to be a very suitable epitaph for the one and only "Rolls-Roysterer" (written some two years ago).

"Life seems a mad muddle anyway and I've no special complaint to make about nearing the end of mine: I have loved and lived every minute of it, travelling at 66,000 (?) m.p.h.

"The Almighty surely did set us an example of speed and I was one of his first disciples, against such opposition as you young'uns can hardly imagine."

London, S.W.1.



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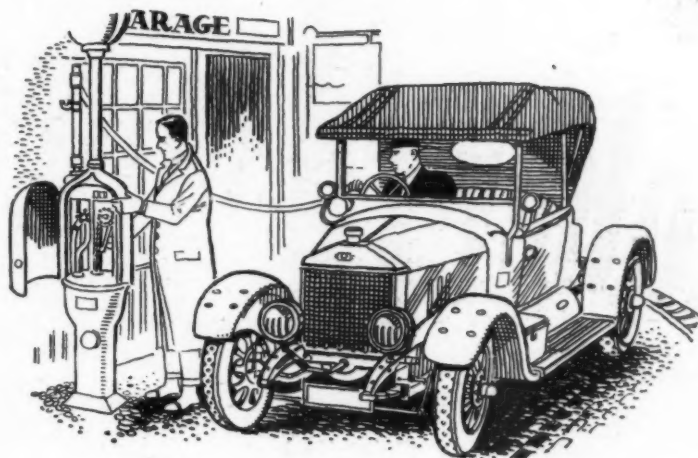
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extra miles—but greater safety, due to its immensely strong casing with buttressed shoulders—better roadgrip from its wider, flatter tread surface—better braking from its centre traction bars and multiplicity of slots—See the brilliant new Avon H.M. at your dealer's today!



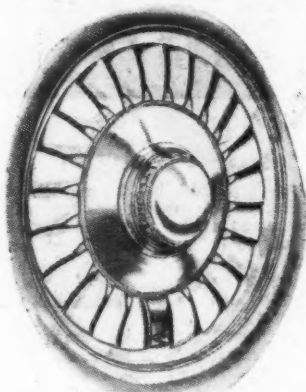
The
AVON
H·M

ACCESSORIES

VENTILATING DISCS

WHHEEL discs with ventilating slots, of the kind fashionable on high-performance Continental cars, are to be made by Cornercroft, Ltd., makers of Ace discs and rim covers.

The ventilating slots are semi-circular, and form a ring of overlapping scales filling the space between hub plate and rim; they may be made with their own hub plates or used with existing ones. Cars of the sleeker sort should look very



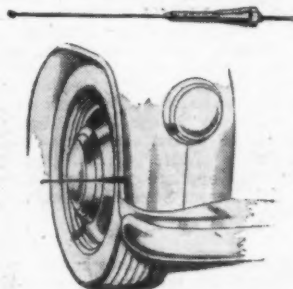
The new Ace ventilating disc. In this prototype version, the tyre valve is left in some prominence.

well with these discs, especially if there is a polished metal version, though they might not suit the humbler vehicle or the limousine. They are very light but strong, and will undoubtedly promote a very strong draught of air over the brake drums at speed, assisting cooling and helping to deal with brake fade.

It should be emphasized that though the discs were shown at Earls Court they are not yet on sale to the public.

WARNING WHISKERS

WHEN a cat is robbed of normal visibility it is said to use its whiskers as a width gauge. The same principle is



Wilmot-Breeden warning "whiskers" for parking: the prong is spring mounted and cannot itself cause damage or injury.

adopted for bulgy and vulnerable coachwork by Wilmot-Breeden, Ltd., Amington Street, Birmingham, 5, who are marketing sets of four short chromium plated whiskers for affixing to the corners of the car, sticking out horizontally. When one of them touches in parking the car it makes a contact in its base as it bends and sounds a buzzer under the fascia. The price of the set of four is £2 10s.

Similar gadgets are popular in the U.S.A. and might have been useful at the Torquay Rally!

CHROMIUM FORD LINERS

CROMARD cylinder liners are now available as a flanged, easily fitted liner for Ford Tens and Prefects. These long-life chromium liners would possibly outlive other essential engine components in a normally used Ford, but in cars liable to excessive and early bore wear such as those on stop-start work and frequent cold running—doctors' cars are the best example—such liners would be of great value. The makers are the Laystall Engineering Co., Ltd., 53, Great Suffolk Street, London, S.E.1.

CIBIÉ LAMPS

IT was recorded at the time of the Show that importation of French lamps, not seen here since the war, had begun again. The Cibié range has now reappeared. They are of good quality and in the higher-priced class.

Of particular interest to this country is the Fog Special. In conjunction with a reflector and glass, an accurate axial filament bulb throws an absolutely non-diffused, narrow and flat-top beam of great penetration. There is, however, a secondary and lower beam of more diffused character, shedding light on the immediate foreground but prevented from upward spread dazzle by a horizontal slat.

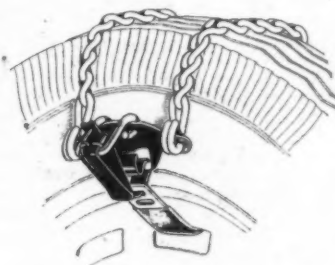
The Cibié pass lamp has a flat-topped beam of great range and power, a plain reflector and ribbed glass. Both lamps have brass bodies as a base for the chromium and are given a distinctive and rather pleasing appearance by their rimless design: the front glasses have rounded edges, milled like a coin, used in place of the usual plated rims.

Prices are the same for fog and pass lamps—chromium £5 15s 6d, black £4 15s. The distributors, through garages and traders, are S. Guiterman and Co., Ltd., 37, Soho Square, London, W.1.

IMPROVED SNOW CHAINS

WITH winter looming ahead it is not too early to be thinking of suitable equipment. The Jay-Bee Easy-Fix tyre chains produced by Joseph Billingham, Ltd., Providence Works, Cradley Heath, Staffordshire, for use in snow have been improved by modification to the all-metal bracelet fitting which provides for their attachment to the wheels.

This fitting was formerly of a flat-link chain type and it has been replaced by a



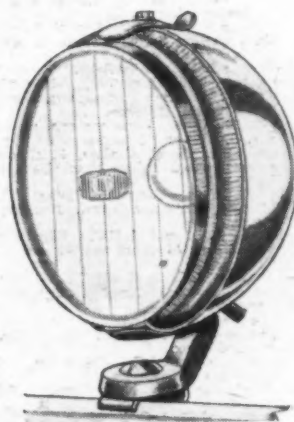
A Jay-Bee snow chain in place on a pressed steel wheel.

curved, rigid strip or link which passes easily through the slots of pressed steel wheels. The link is attached to one end of the chains and is pierced with slots through which is engaged a curved, spring steel member attached to the other ends of the chains. When the chains have been fitted the spring steel member is secured by a toggle-action clip which springs into place with appreciable force.

Chains, of which there are two to each fitting, are of heavy gauge, hardened, non-rust steel. Four such fittings are required per wheel, the price being 9s each for the No. 2, or medium size, for tyres of 4.50 to 5.25in in section, 10s each for the No. 3, or heavy size, for 5.50 to 6.00in tyres, and 11s each for the No. 4, or extra heavy size, for 6.25 to 7.00in tyres.

NEWTON DAMPERS

THERE was a misunderstanding about the price of the Shaw special brackets for adapting Newton telescopic dampers to Ford Eights and Tens (*The Autocar*, September 1, 1950), which are made by J. J. Shaw and Sons, Ltd., Torrisholme, Morecambe, Lancashire. The price of £10 includes both the brackets and the actual dampers.



An unusual and elegant appearance is given to Cibié Lamps by the rimless design. Front glasses have a thick, milled edge. This is a driving lamp.

THE SPORT

Conducted by S. C. H. DAVIS and
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

SUCCESSFUL BRIGHTON RUN : GRAND PRIX FORMULA—OUTLOOK UNSETTLED

LAST Sunday's Brighton run was, as ever, a great occasion, both for those who made superhuman struggles to coax their strange mechanical devices to Brighton, and for those whose principal pleasure lay in watching the horrified expressions on the faces of great racing drivers—and many other important personages—when they realized that their present mounts were constructed with more emphasis on go than stop. Anyway, once it had stopped raining, it was all most enjoyable, and I shall long treasure in my memory the sight of the crew of one veteran slowly and painstakingly pushing it up a hill while from the windows of their accompanying modern tender issued a Voice. This Voice, which appeared to be that of a young female person and may have emanated from the electric wireless, was asseverating in plaintive accents—apparently with reference to a long-since obsolescent coin of the realm—that if an object were allowed to descend to *terra firma* it would retain forward motion by reason of the fact that it was circumferentially circular, an axiom of which the wheels of the inanimate vehicle in front were patently unaware.

DISSENSION :
After being once rejected by scrutineers for not having a fireproof bulk-head, L. Onslow Bartlett's new special now has a screen between seats and rear mounted V-twin J.A.P. engine.



DISCUSSION and argument are now rife on the vexed question of the next Grand Prix formula, which will come into force either at the beginning or the end of 1933: the date will be finally decided at the next F.I.A. meeting in February. There are various possibilities: first, the existing formula might be continued (1½ litres supercharged or 4½ litres unsupercharged); secondly, the use of superchargers might be forbidden and the capacity limited to 4½ litres; thirdly, the existing Formula 2 limit of 2 litres unsupercharged (with or without its blown equivalent) might be used; or an entirely different basis could be adopted. Among the suggestions which have been put forward in the last-named group come such things as the adoption (from which heaven preserve us) of a fuel consumption limit, or the use of a formula involving a limit, either maximum or minimum, on the weight of the car.

The only person who should be feeling fairly confident and happy would appear to be Signor Ferrari, who has a model for almost any of the above and certainly for the likely ones. Personally, I feel that the solution should lie among the first three of the above, and each of them has a good deal to be said in its favour.

The whole position is complicated by the possibility of the appearance in racing in the foreseeable future of machines powered by units resembling vacuum cleaners in having a kind of fan in the middle, instead of a number of inverted buckets rocketing up and down as in any self-respecting engine. In other words, the gas turbine, which cannot be classified on capacity, and for which a formula is being thrashed out on a different basis. This being so, it is difficult to imagine any equitable way in which the two types could compete together; perhaps for the first year at least the gas turbine could be allowed to compete in G.P. races using as big a fan as it likes—provided that it is not so much slower than the Ferraris as to get in their way.

THE fate of the famous and much-discussed 1939 1½-litre Mercedes racing cars has now been partially decided by a recent announcement by the Swiss Government that they have been impounded as reparations, and that Caracciola's claim to their ownership has finally been dis-

allowed. This being so, the Swiss authorities are inviting bids for their purchase, and several people in this country appear to be interested. There are two cars, of which one is complete, while the other lacks various essential items: there is also a heap of miscellaneous components.

I am rather afraid that their successful operation without the resources of the Mercedes factory would be difficult, if not impossible, and extremely expensive; there has been a rumour that, if the makers are sure that the cars would be eligible for use under the next G.P. Formula (q.v.), they would buy them back themselves, and this development would not really surprise me. It is certain that the firm have not lost their interest in racing, but, like most people in these times of austerity, they are handicapped by the financial aspect, while it is by no means certain that the Swiss authorities would resell the cars to their original country of origin.

■ ■ ■

MORE news which concerns the Monte Carlo; Autocheques, Ltd. are making arrangements this time, not only to transport baggage for competitors and make all the necessary reservations, but also to run a special luxury coach from Dover to Monte Carlo for enthusiastic spectators and disappointed would-be entrants. This coach will leave Dover on January 22, arriving in Monte Carlo on January 26, making the return trip between February 1 and 5; the fare, including first-class passage, hotels, lunches *en route*, and like expenses will be 55 guineas per head. This is a good idea; I gather, however, that the coach will not take the full rally route to Monte Carlo, but will execute the usual mountain-dodging manoeuvre. More details and full itinerary on application to Autocheques, Ltd., 221, Regent Street, London, W.1.

■ ■ ■

THE association of clubs known as the Eight Clubs has now implemented its promise, anent its successful Silverstone race meeting in June of this year, to return the profits from the meeting to the competitors in the form of starting money. This has now been fixed at the rate of

COMING SHORTLY

- NOVEMBER 24.—M.G. Car Club (Midland). Annual dance and presentation of awards, Chateau Impney, Droitwich, 8.30 p.m.
- 24.—Berkhamsted M.C. and C.C. Film show, White Lion Hotel, Edgware, 8 p.m.
- 24.—British Racing Mechanics Social Club. Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 7.30 for 8 p.m.
- 24.—West Hants and Dorset C.C. Annual dinner and dance, Grand Hotel, Bournemouth.
- 25.—Bristol M.C. and L.C.C. Roy Fedden Trophy Trial, starting Cross Hands, Old Sodbury, 10 a.m.
- 25.—Berkhamsted M.C. and C.C. Captain's Night Scrounge, starting King's Arms, Berkhamsted, 8 p.m.
- 25.—Nottingham S.C.C. Night navigation trial, starting Lea Pool Garage, Redhill, Nottingham, 10 p.m.
- 26.—Kentish Border C.C. Annual Sporting Trial, starting Spring Tavern, Wrotham Heath, Kent, 10 a.m.
- 26.—Vintage S.C.C. Bisley Rally.
- 26.—Brighton and Hove M.C. November Trial, starting club headquarters, Madeira Drive Arches, Brighton.
- 26.—Fiat 500 Club. Luncheon run, meeting K.L.G. factory, Kingston Vale, 11.45 a.m., Bear Hotel, Oshott, 12.25 p.m., arrive Burford Bridge Hotel, Box Hill, 1.20 p.m.
- DECEMBER 1.—Cornwall Vintage C.C. Meeting, Chiverton Arms, Blackwater, 8 p.m.
- 1.—Bristol M.C. and L.C.C. Film show, Ship Hotel, Alveston, near Bristol, 7.30 p.m.
- 1.—Limerick L.C. and M.C.C. Annual general meeting, Royal George Hotel, Limerick, 8 p.m.
- 1.—Brighton and Hove M.C. Annual dinner and dance, the Bedford Hotel, King's Road, Brighton.
- 2.—N.W. London M.C. Gloucester Trial, Cotswolds.
- 2-3.—M.G. Car Club (N.E. Centre). Trial, Yorkshire.
- 3.—Hagley and D. L.C.C. Shropshire Trial, Bridgnorth.
- 3.—N. Midland M.C. Autumn Sporting Trial, Derbyshire.
- 3.—Chiltern C.C. Chiltern Hills Trial, Chilterns.

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Extract from Letter dated
20th September, 1950, from
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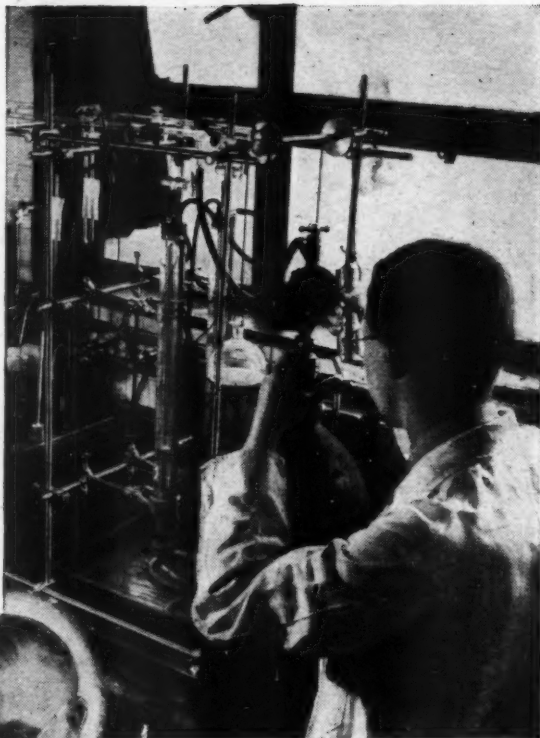
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SHELL MOTOR OIL



The pictures you see here illustrate the two parallel aspects of Shell research at Thornton. Above, you see a scientist at work in one of the testing laboratories, and (below) a technician examining engine parts that have been used for a 500-hour engine test.



LEADERSHIP IN LUBRICATION

THE SPORT

continued

17s in the £ of entry fees (which were not unduly inflated with this in mind), so that competitors in those events for which the entry fee was £2 receive £1 14s in return, and so on.

This is an ingenious and excellent idea, which helps considerably to reduce the expense of competing in this type of event. Congratulations to the clubs concerned, who hope to repeat the experiment during the coming season. They are: the Hants and Berks, Harrow, Cernian, Chiltern, Seven-Fifty, Lagonda, Lancia and A.C. Owners' clubs.

THE B.R.M. Association announces that over two hundred branches have now been formed, and that the total membership exceeds 7,000.

TOMORROW, Saturday, November 25, will witness the annual Roy Fedden Trophy trial, to be run by the Bristol M.C. and L.C.C. The start will be as last year from the Cross Hands, Old Sodbury, at the junction of A432 and A46, from 10 a.m., and as usual the course will be divided into two circuits, half the entry starting with one circuit and the other half with the other. This is a good idea that might well be more widely adopted, as it relieves congestion on the hills, and also means that the first men away do not get first go at all the hills.

On Sunday, the Kentish Border Car Club hold their annual Sporting Trial, starting at 10 a.m. from the Spring Tavern, Wrotham Heath, Kent.

THE Maidstone and Mid-Kent Motor Club held their annual dinner and dance at the Tudor House, near Maidstone, on Friday last, when a large and enthusiastic party gathered under the auspices of the club's president, Sir Garrard Tyrwhitt-Drake, J.P. After dinner, Lady Tyrwhitt-Drake presented awards to the prize-winners in the club events this year, and revelry and dancing continued until well into the small hours of Saturday morning.

THIS year's Bugatti Owners' Club Welsh Rally is being organized by Holland Birkett and Michael Burn, to take place on December 8 and 9. Those who know the organizers will be surprised at nothing, but to give some idea of the amusing hazards in store, I can do no better than reproduce the following instructions to competitors, culled from the regulations:

"You are a doctor. You are having dinner at an hotel on Friday, December 8, when a message comes through from Dr. Foster, to say that a man is dangerously ill in the Welsh mountains and

that only a special vaccine from America can save him. This vaccine, the message continues, will be landed from a submarine (because it will not stand altitude), on the Welsh coast, and must be taken immediately to Aberystwyth to be put in cold storage, to arrive by a certain time.

"To administer this vaccine you must collect, on your way to the coast, its diluent, a special hypodermic syringe and a form of authorization from the Ministry of Health and Fulth at Fulth.

"At Aberystwyth the vaccine must freeze while you have breakfast, and at the end of this period you will be given verbal instructions for finding the sick man, Mr. Gwd Evans.

"The search for the patient may take all day and is likely to involve you in covering a further two or three hundred miles. Dr. Foster regularly drives his family saloon over this route without damage to it (the saloon).

"Dr. Foster thinks a good doctor should be able to average an even speed on any type of road.

"When you have found the patient, it will be necessary to return the remains of the diluent, the hypodermic and completed form of authorization to Dr. Foster at Prescott by a certain time."

This should be great fun; any ordinary car is perfectly suitable, and for starting points you have the choice of the Wheat-sheaf Hotel, at Virginia Water, the Welcombe Hotel, Stratford-on-Avon, and the Rose and Crown, Chippenham, Wiltshire. There are seven invited clubs; enquiries to H. Birkett, 3, Pond-tail Road, Fleet, Hampshire.

REGULATIONS have now been issued for the M.C.C. Exeter Trial, which this year will revert to its traditional form involving an all-night run from one of three starting points, a breakfast stop in Exeter and thence via several observed sections to the finish at Bournemouth. The starting points will be at Plymouth, Stratford-on-Avon and on the outskirts of London. The event will be held on December 29-30, and entries close on Saturday, December 2. Enquiries to J. A. Masters, 26, Bloomsbury Way, London, W.C.1.

THERE was a fine attendance of members and guests at the M.C.C. dinner last Friday at the Hyde Park Hotel, when Club Captain Major Marjorie presided. The long-distance Torquay Rally was the chief topic, of course, and there is talk of the rally becoming an annual event.

In replying for the guests, G. Geoffrey Smith, who drove the Rover turbocar on its official R.A.C. trial, mentioned the daily Press talk of "races for turbine cars within two years," and suggested that that was too optimistic a view. Nor was he convinced at the moment of the entire suitability of gas turbines for cars, notwithstanding their outstanding success in aircraft.

TWO items from a corner of our congratulations department (belated section): felicitations to Gordon Watson on his marriage to Miss Marjorie Gent, and to Charles Meisl on his engagement to Miss Elizabeth Gibson. J. A. C.

CLUB NEWS

Plymouth M.C.—The third annual Mancunian Trophy trial was run on Sunday, November 5, with a thirty-mile course and five observed sections. E. Orchard, in a Dellow, who gained 100 marks, won the premier award, and A. Cleave (Morris), with 88 marks, was awarded the Club trophy.

Severn Valley M.C.—A car badge has now been produced, and is available to members. It is strongly made and finished in heavy chrome and blue enamel with the county crest; cost is 17s 6d.

Sunbeam Register.—A point-to-point treasure hunt will be run on December 9, starting from the Lambert Arms Hotel, Aston Rowant, at 1 p.m., and intending competitors are informed in the first clause of the "regs" that they "will

be required to cover a course of from 40 to 50 miles by solving clues to take them from point to point and to acquire certain 'treasure.' It will not be necessary to damage the car or commit criminal offences, nor will navigators be embarrassed. A one-inch Ordnance Survey Map, Numer 159, must be carried, but can be obtained at the start." Entries (closing date December 2), to Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

Vintage S.C.C.—The premier award in the Nidderdale Trial, run on November 4, was won by L. Murray-Austin, driving his 1929 Lancia-Lambda, and an award for the most meritorious performance went to the driver of a 1925 Alvis 12-50, B. G. Wilkinson. First-class awards were



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- 1939 TRIUMPH 2-litre Sports Saloon, black/brown leather, radio, excellent condition £475

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CLUB NEWS

continued

gained by: 1928 Riley Nine saloon (J. W. Rowley); 1926 Alvis 12-50 (S. R. Waite); 1926 Austin Seven (S. A. Beasley).

Bristol M.C. and L.C.C.—Two December dates for club members and friends are December 1, when a film show covering a variety of club events throughout 1950 will be given at the Ship Hotel, Alveston, near Bristol, at 7.30 p.m., and December 14, the date of the annual dinner, dance and prize giving, to be held at the Berkeley Hotel, Queen's Road, Bristol, starting at 7 p.m.

Cheltenham M.C.—Results of the Cheltenham Trial, run on November 11, are as follows: **Best performance of the day:** Ford (G. P. Mosby), 0 marks lost. **Best performance up to 1,000 c.c.:** Austin (P. A. Atkinson), 43. **Up to 1,500 c.c.:** Burgess (K. E. O. Burgess), 0. **Over 1,500 c.c.:** Ford (C. R. L. Nicholl), 22. **First-class awards:** Clegg (J. Clegg), 4; Bold (C. L. Bold), 6; Ford (V. S. A. Biggs), 10; A.M.B. (A. M. Beardshaw), 10; Wharton (B. K. Thompson); C.C.S. (C. Corbishley); Clegg (A. A. Butler), 13; Fairley (R. W. Phillips), 16; Cranford (J. Deeley), 19; Price Spl (D. W. Price), 19; Bitza Ford (J. Bullivant), 19; Dellow (L. G. Evans), 25; Dellow (B. H. Brown), 27; H.R.G. Mercury (A. W. Francis), 37.

Sporting Owner D.C.—On December 8, at 8 p.m., a number of films taken during the last season's racing will be shown at the Chequers Hotel, Whipsnade, and a night navigation trial has been arranged for December 16, to which members of the A.C. Owners, Chiltern and Berkhamsted clubs have been invited. Start will be from Aston Rowant at 10 p.m., and some fifty miles will be covered before the finish at Aston Clinton.

Citroen C.C.—Twenty-six Citroens started from the Victoria Hotel, Egham by-pass, on November 4, in the night trial, taking competitors through Reading, Newbury, Whitechurch, Hamble, Salisbury, Wincanton and Shepton Mallet to the finish, at the Lamb Hotel, Frome. Winner of the trial was P. Caroline, and first-class awards went to: C. Rowling, G. Wallis, A. Manuel, G. Gale and E. Griffiths.

Cornwall Vintage C.C.—The annual dinner will be held at the Goonvrea Hotel, Perran ar Worthan, near Truro, on Saturday, December 9, at 7 for 7.30 p.m. Tickets (10s 6d each) are obtainable from H. J. Batten, 9, Beachfield Avenue, Newquay, Cornwall.

M. G. Car Club (Scottish Centre).—The

Moorfoot Invitation trial was run with an entry of nineteen on November 12; provisional results are as follows: **M.G. Trophy (best under 1,500 c.c.):** Austin Spl (J. F. Wilson). **Stuart Trophy (best over 1,500 c.c.):** Stalonak (N. A. Kennedy). **S.M.T. Trophy (best M.G.):** TD (G. Gibson). **Motor World Trophy (best novice):** Ford Spl (G. Oliver). **First-class awards:** H.R.G. (W. K. Stewart); Ausford (H. J. Barrington). **Second-class awards:** Ford Spl (P. M. Goodall); H.R.G. (J. S. Mitchell).

Shenstone and D.C.C.—Members from seven invited clubs (Hagley and District, Leicestershire), M.G., North Staffs, 750, Sheffield and Hallamshire, and Sunbac) will be competing in the Chase Trophy trial, to be run on December 10; start will be at 10 a.m., from the Bowling Green Hotel, Lichfield, and the course will lie through the Cannock Chase area, with a timed climb and stop-and-go tests. The trial will be a sporting one, but will contain no chassis-breaking sections and is suitable for standard sports cars. Entries (closing date December 2) to E. K. Ashby, 97, Walsall Road, Aldridge.

Midlands Motor Enthusiasts' Club.—The annual dinner and presentation of Silverstone awards will be held at the Imperial Hotel, Birmingham, on Wednesday, December 6, at 7.30 p.m. for 8 o'clock.

Irish Motor Racing Club.—C. Vard (M.G. TD) scored his fifth success in the six autumn trials held this season by the Dublin motoring clubs, when he won the I.M.R.C.'s Autumn Trial on November 11. J. C. Millard (M.G.) gained second place, and J. A. Bell (Ford Spl) third.

Southern Jowett C.C.—There were eighteen competitors in the mystery run held on October 29. Start was from Hampton Court, and the route took drivers through the Walton-on-Thames, Hershams and Cobham districts to the luncheon rendezvous at Bookham Common, while the afternoon run was through the country around Shere to Peaslake. Winner of the event was P. Foy (Jowett), who gained the maximum number of points (86); runner-up, with 83 points, was G. R. Grigs (A.C.), and third was the Jowett of R. Pilcher (83).

B.A.R.C.—A dinner-dance will be held at the Hyde Park Hotel, Knightsbridge, London, S.W.1, on Wednesday, December 13, at 7 for 7.30 p.m., dancing to continue until midnight. Tickets are 25s each, and may be obtained from H. J. Morgan, 55, Park Lane, London, W.1.

IN BRIEF

Mr. Harold Drew has been appointed chief engineer of Vauxhall Motors, Ltd., of which he is already a director, in succession to Mr. C. E. King. Mr. King will continue in general charge of the engineering department as director of engineering.

Nearly 150 local members of the British Motor Trade Association attended the inaugural dinner-dance of the local board of BEN (the Motor and Cycle Trades Benevolent Fund). The general secretary, Mr. C. W. Cudlipp, said that in the first nine months of this year grants to aid distressed members had risen by £3,000 over 1949, to £18,700.

The Bristol and district centre of BEN will hold its annual dinner-dance on January 11, 1951. Details are available from Mr. R. E. Fletcher, Edmunds Walker and Co., Ltd., 112-114, Victoria Street, Bristol.

Mr. John L. Wyer has been appointed development engineer for Lagonda and Aston Martin cars. He will continue to act as competition manager for Aston Martins.

A Washmobile car washing plant was recently demonstrated on the premises of Car Mart, Ltd., Shepherd Market, London, W.1. It provides compressed air for cleaning the interior of cars and sprays of water and of soap or detergent for exterior washing. A car wash is very quickly and efficiently completed with the machine and no streaking occurs as the car dries. It is

already in wide use in the U.S.A. The concessionaires in Great Britain are the American Autowash Corporation, Ltd., 1a, Newman Street, Oxford Street, London, W.1.

Mr. C. M. Vignoles, C.B.E., has been appointed a director of Shell-Mex and B.P., Ltd. He joined the Royal Dutch-Shell group in 1924 and came to London in 1932. Since the war he has been eastern area manager of the Shell company.

Wells and Levi, Ltd., of 381-389, West Green Road, London, N.15, have changed their title to Wellston Motor Co., Ltd. The change is in name only.

New plant and machinery being installed by the Triplex Safety Glass Co., Ltd. will double the output capacity of their Birmingham works to keep pace with the increasing demand from abroad for British cars. No additional capital will be raised.

Quite useful information for caravaners, or prospective owners of caravans, is contained in the booklet, *Caravanning with Country Life*. It is issued by the Country Life Caravan Co., Ltd., Romsey, Hampshire; price 1s 6d, or free to all owners of Country Life caravans.

The address of Burlingham Caravans is Garstang By-pass, Garstang, Lancashire. The address given in *The Autocar* of October 20 was in error.

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1948 AUSTIN 16 saloon, black, brown leather, heater, 13,000 miles. Good value.....	£895
1948 ARMSTRONG SIDDELEY Lancaster 4-door saloon (reg'd June 1948), unblemished condition.....	£1145
1946 FORD 8 Anglia saloon, black, red interior, very carefully maintained.....	£415
1949 FORD 10 Prefect saloon, beige, brown uphol., 6,000 miles only, as new.....	£745
1946 HILLMAN Minx de luxe saloon, grey, blue leather, very attractive car.....	£535
1947 HUMBER Hawk 14 saloon, dark green, well maintained and serviced.....	£975
1947 M.G. "TC" sports 2-seater, black/chrome, green leather, excellent performance.....	£615
1947 MORRIS 10 saloon, black, brown hide, one very careful owner.....	£695
1947 RILEY 2½-litre sports saloon, black, red leather, low mileage.....	£1095
1948 SINGER Super 12 saloon, dark blue, brown upholstery, 14,000 miles.....	£735
1949 SINGER 1500 saloon, blue, beige interior, 8,000 miles, unblemished condition.....	£995
1948 TRIUMPH 1800 saloon, black, beige leather, a most attractive car.....	£1075
1948 TRIUMPH 1800 roadster, dark grey, blue leather (reg'd. June '48), 12,000 miles.....	£915
1949 VAUXHALL Wyvern saloon, black, beige upholstery, 11,000 miles.....	£895
1946 WOLSELEY 18 saloon, black, brown leather, excellent condition.....	£750

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NEW CHROME WHEEL HUB DISCS for all makes from 5/6, Post 6d.

ROCKET SPANNER SETS with handle, in metal case, Whit, or American size, 6/9 complete, Post 9d.

WELLINGTON BOOTS, Brand new, Hutchinsons moulded rubber. Heavy soles and heels, 25/6 pair, Post 1/6.

NEW CAR VALVE LIFTER, Universal, 12/6, Post 1/-.

NEW ALL STEEL VICE, 2" jaws extend to 3½", 7/8, Post 1/-.

TYRE PUMPS, New, W.D. 3½", long, 1½" dia. barrel, complete with connector, 7/8, New smaller size, 6/8, Post 1/-.

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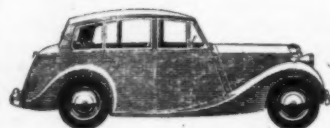
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1949 Allard drop head coupe, blue, low mileage, in perfect condition throughout; £950.—Wembley Court Motors, High Rd., Wembley, Ar. 521-2. (2474)
1948 Allard beautiful coachbuilt sports 4-seater, immaculate condition, mileage 12,000 excellent all-weather equipment; £685.—6, Portobello Mews, W.11. Park 9050. (3184)

ALLARD d/h coupe, production model (blue), 1949. A 16,000 miles, genuine, as new, one owner (now has Allard saloon), guaranteed snip; £950; exchanges.—Standish Garage, 125-7, Carlton Hill, Nottingham, Tel. 58088. (2708)

1948 Allard open sports 4-str., low mileage, fitted this June with Mercury engine and transmission by Allards at a cost of nearly £300, exceptionally fast car which has not been used for racing or trials; £995.—Pantiles Service Garage, London Rd., Guildford 5826. (1297)

The Autocar CLASSIFIED ADVERTISEMENTS

ALLARD 1948 4-seater tourer, in excellent condition and maintained regardless of cost, special equipment includes twin Solex carburetors, twin S.U. pumps, sports coil, 3.76 rear axle ratio, Standard manifold, rear axle ratio and other components included; engineers' report available, car open to any inspection, owner selling for family reasons; offers invited.—A. W. Green, "Hollingworth," Firs Estate, Kenilworth Rd., Coventry. Tel. day 66209, night 5762. (2721)

ALLARD Cars Wanted
BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (3356)

Allard Spares and Service
ALLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431.
ALLARD MOTOR CO., Ltd., Service Dept., 51, Upper Allard Road, London, S.W.15. Tel. Vandyke 2353.

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard K-2 and tourer bodices and (1946)

BRISTOL STREET MOTORS, Ltd., 164-162, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS
BROOKLANDS.
ALVIS distributors for London.
CATALOGUES and particulars available of the

NEW 3-litre saloon and 4-seater drop head coupe by Tickford, also sports 2-seater.

1949 Alvis 14hp saloon, grey, grey leather, one owner; examined and approved by makers.
1948 Alvis 14hp Tickford coupe, black, red leather, choice of 2.
1948 Alvis 14hp sports saloon, grey, Bedford cord upholstery, small mileage; examined and approved by makers.

103 New Bond St., London, W.1. Tel. Mayfair 851. (2291)
CLAND & TABOR, Ltd., offer:—

1947 Alvis 14hp shooting brake, exceptionally well-built body with four doors and fold-flat seat at rear; £895.
1939 Alvis 4.3 saloon, moderate mileage, overhauled and rechromed in maroon, new tyres, excellent condition; £825.

1938 Alvis 12/70 (13.2hp) saloon, very smart, with exceptional performance, maroon with brown leather; £550.
APPLY to Welwyn 481. (3535)

£225—1932/3 20hp fourseater coupe by Mayfair; chauffeur maintained.
£225—1931 12/60 beetleback in 'very much above average condition.

ANY other pre-war Alvis cars available now or shortly, including Speed 20 saloons, Silver Crests, 12/50 and 12/60; all queries and details of cars for sale welcomed; immediate hire purchase insurance and part exchange.—Aston Garage, The Alvis People, 17, Brook Mews North, Craven Rd., Padd. 3952 & 4710. (3524)
GORDON CARS (LONDON), Ltd.—1949 Alvis drop head coupe, black/red, 7,000 miles.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. (3032)
FIREFLY 11.9hp saloon, 1934, good condition, laid up seven years, taxed and insured to July 1951; £225.—Crossley, 77, Hayes Hill, Hayes, Kent. (3218)

ALVIS Speed 20, 1932, blue coupe, chassis and engine completely overhauled, bills shown for nearly £300, mechanical condition excellent; £250, no offers.—Box 7211, best offer over £1,200.—Duresco Products, Ltd., Charlton, S.E.7. (3155)

1948 Alvis 14 saloon, black, radio, superb condition throughout; £1,150.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6.
1948 (May) Alvis 14hp drop head fourseater coupe, maroon, 14,000 miles, 1940 model, 14.000 miles, fact; £1,135.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1423)

1937 Alvis 17hp sports saloon, in exceptional condition, extras include heater and engine; £565.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. (1546)
ALVIS Speed Twenty, 1934, Charlesworth saloon, four new tyres, new battery valves and springs, steering overhauled; £260 or near offer.—Williams, 18, Chatham Ave., Hayes, Bromley, Kent. Tel. Hurstway 2601.
32 Crested Eagle 17hp, sound mechanical condition; good condition, extras include heater and engine; £215.—Richard Mead Coachbuilders, Poplar Rd., Dorridge, Birmingham, Tel. Knowle 2697.

12/50 1931 2½-seater, completely overhauled, re-chromed, re-chromed, new front seat, hood, screen, 6,000 miles ago; altogether exceptional condition; oil 40lb hot, no consumption; 28 m.p.g. on new carb.; near London; around £200.—Box 7196. (3395)

£395—Disposal 1936 Silver Eagle Alvis 17hp sports saloon, bodywork finish attractive cream and brown, interior excellent, whole vehicle gives impression of having come from the home of a connoisseur, meticulously maintained and in really outstanding condition; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. (3512)
ALVIS, 1937, 25hp Charlesworth black sports saloon, many extras incl. Servo assisted brakes, 6 good tyres, two owners, 49,500 miles, mechanically first-class, open to inspection, maintained by enthusiasts, overhauled, 90mph, owner taking delivery new car; nearest offer to £750 secures; seen London.—Write Box Z.W.65, Deacon's Advertising, 36, Leadenhall St., E.C.3. (2786)

ALVIS Firefly saloon, just completely overhauled and prepared for the 1,000-mile Rally at a cost of over £250, including engine overhaul, crankshaft ground, new bearings, new timing chain, s.p. cranks, special camshaft, etc., springs, brakes, steering, electrical, transmission overhauled, respayed, retimmed, rechromed, numerous extras, new Dunlop tyres, new batteries, as new; £375.—Kel Motors, Gordon Works Gordon Ave., Stanmore, Tel. Grimsdyke 592. (3234)

Trade discounts: Details upon application to "The Autocar," Dorset House, Stamford Street, London, S.E.1. Remittances payable to Life & Sons Ltd. Deposit System: Full particulars upon application to Head Office. The Proprietors retain the right to refuse or withdraw "copy" at their discretion, and accept no responsibility for matters arising from clerical or printers' errors.

1939 (June) 14hp Alvis sports saloon, cream with brown leather upholstery, car had £300 spent on it since March '49; in first-class condition.—Box 7208. (3435)

16 95hp Alvis drop head sports coupe four-seater fitted cycle type wings, in exceptional condition throughout, new hood just fitted, bodywork, chromium, cellulose all perfect, chassis, transmission, gear box, rear axle, steering, brakes and tyres all excellent; engine fitted dual ignition is quiet running and uses no oil; a fast vintage car laid up ten years and in original condition, good reason for disposal; £220 or very near offer.—Cook, 6, Kilmorey Park, Hoole, Chester. Tel. Chester 2653 (evenings). (3210)

GENUINE privately owned Alvis Speed 20, super sports fourseater drop head coupe, fitted Van den Plas aluminium coachbuilt body, black, blue leather upholstery, original Alvis superb finish, clean pile carpets, dual ignition, self-centering steering, low sweeping tail, under-slung chassis, perfect brakes, quiet transmission, a thoroughly reliable, quiet running, most sporty, attractive, economical, thoroughbred car with a really outstanding performance, a pride of ownership car that will hold its own indefinitely at a very minimum outlay, taxed, 500 miles trial to genuine enquirer, also photo; genuine bargain, £255.—1, Bentley Rd., Manchester 21, Tel. Chorlton 1288, any time. (3192)

ALVIS Cars Wanted
R. ROWLAND SMITH'S, the Alvis buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0914)
C.S.
THE Alvis buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Malda Vale 6888-9. (5723)
ALVIS Speed 25 or 4.3-litre wanted; please give lowest price.—Box 7122. (3623)

1948 49 Alvis saloon wanted.—G. S. Hall, 302, Kings St., W.6. Riverside 2881. (1003)
1948-9 Alvis saloon wanted.—G. S. Hall, 302, Kings St., W.6. Riverside 2881. (1003)

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. (0697)

WANTED privately, Alvis saloon or coupe, under 15,000 miles.—Write Angior, 24, Lyndhurst Rd., London, N.W.3. (9544)

1948-9—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 18. Rus. 2874-5. (0494)
CHARLES POLLETT, Ltd., buy good late model cars, 18, Berkeley St., W.1. May. 6266. Service Works and Stores; 12, Wellesley Ave., W.6. Riv. 1413. (8561)

ALVIS Spares and Service
SERVICE and spares for Alvis cars.
ALVIS Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams.
ALVIS Ltd., London.
AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. 'Grams, Alvis, Coventry.
CHARLES POLLETT, Ltd.—Alvis specialists.

SHOWROOMS—18, Berkeley St., W.1. May. 6366.
SPARE parts.
SERVICE—12, Wellesley Ave., W.6. Riv. 1413. (8366)

KINGSTON-ON-THAMES—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. (1585)

AMERICAN CARS WANTED
WANTED, American cars, makes, for cash.—Parade Garage, Galloway Corner, Romford, Essex, Ingrebourne 2451. (3547)

ARMSTRONG SIDDELEY
CAR MART, Ltd.

1947 Armstrong Hurricane drop head coupe, 6 months' guarantee; £895.
1948 Armstrong 16 Typhoon saloon, radio, heater, 18,000 miles, £1,050.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (3458)

MONTROE MOTORS offer:—
1949 Armstrong Siddeley drop head coupe; £1,095; low mileage, one owner.—Montroe Motors (M. H. Boswell), 91-7, Epsom New Rd., Buckhurst Hill, Essex, Suc. 1171-2. (2494)
PASS & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Typhoon sports saloon, black, 1 owner.—184, Cf. Portland St., W.1. Museum 1001. (2039)
GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Armstrong Siddeley 18hp Lancaster saloon, 1,500 miles, a new car; £1,685.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (2361)
COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Armstrong Siddeley 12hp black saloon, very good condition, offers.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (1333)
INCUSINES 1936 Long 25hp, partition, wide forward seats, black, nice condition. Also.
INCUSINES 1939 7,000 miles, 17hp, partitioned, leather, widest forward occasional, selection from £650. Alpe & Saunders, Limousine Specialists, Providence Court, North Audley Street, Mayfair 2941. (3416)

1938 Armstrong Siddeley 14hp saloon, in splendid condition throughout; recommended; £495.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. G. 2234. (9405)
1948 Armstrong Lancaster 4-door saloon, black, with brown leather, low mileage and beautifully maintained; £1,195.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (2825)
1947 (December) Armstrong drop head Hurricane coupe, fawn, low mileage, radio and heater, a really immaculate car; £885.

J. R. INGLE ARDS, Ltd., High St., Ruislip, Ruislip 3035/4/5. (2972)
£750—1946 Armstrong Hurricane, 35,000 miles, black, with red leather.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (1115)

Austin Eighteen Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [10956]
ROWLAND SMITH'S, the Austin 18 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [10924]

AUSTIN TWENTY

£765—Austin Twenty Mayfair double enclosed limousine, July, 1939, privately owned by director of well-known London Multiple Stores, sole owner since new (original log book), driven and maintained by same chauffeur since owner first took delivery; the original cellulose, which shows all the signs of most scrupulous attention, is practically unmarked; face-forward occasional seats apparently never used; the total mileage run is extremely moderate even for a privately owned limousine; the general mechanical condition leaves nothing whatsoever to be desired; all brand new Dunlop tyres were fitted just prior to purchase; sole reason for sale, delivery of new Austin Sheerline, call, write, or phone.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 16 other Austin limousines and 30 limousines of other makes, together with 300 cars for the private motorist actually in our showrooms, ready to drive away immediately; write for post-free catalogue; hire purchase, part exchanges; free delivery.
LIMOUSINES 1939/7 Mayfair, partition, wide forward occasional seats, excellent throughout, from £635.
LIMOUSINE 1938 24hp Mayfair, partition forward seats, 45/20 miles, condition guaranteed.
LPE & SAUNDERS, Providence Court, North Audley St., Mayfair 2941. [13414]

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [10925]
7-SEATER Limousines 1937/1939—also 28hp detachable seats, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1210]

AUSTIN TWENTY-FOUR

AUSTIN limousine, first registered 1937, for sale owing reduction of fleet; very good 24hp Mayfair, £725.—Nottingham City Transport, Lower Parliament St., Nottingham 45745. [10617]
1936 Austin 24hp Mayfair double enclosed 7-passenger limousine, face-forward seats, blue and white upholstery, coachwork very good, mechanically excellent; £585.—Collins's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maids Vale 5134, 7853, 3468. [2890]

AUSTIN A125 & A135

CAR MART, Ltd., London Distributors. [10956]

1949 Austin 125 Sheerline saloon, 11,000 miles; £1,795.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [13459]

1949 Austin Sheerline, grey, grey leather, fitted loose covers, small mileage, immaculate throughout. [10956]

103 New Bond St., London, W.1. Tel. Mayfair 3551. [12994]

H A. SAUNDERS, Ltd., offer:— [10956]

1949 Austin Sheerline saloon, black, with brown leather upholstery, radio, heater, Jackall, etc., 5,000 miles; £1,795. [10956]

H A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner), H.20, 0924. [13138]

1949 (Jan.) Austin Sheerline saloon, grey.—Ernest Sutton, Ovee Hill 95 (Cheltenham). (Trade enquiries only please.) [13107]

GORDON CARS (LONDON), Ltd.—1949 Austin A125 G Sheerline saloon, black, 11,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. [10956]

1949 (Sept.) Austin Sheerline saloon, gunmetal, 15,000 miles, new tyres; £1,750.—Cheshire Engineering Co., Buckingham House, 19, Palace St., London, S.W.1. [12962]

1950 with fawn leather, 10,000 miles, heater, radio, chauffeur kept, as new; £2,000.—Bareham, Bury St. Edmunds, Suffolk. [12957]

1949 Austin Sheerline, 12,000 miles, colour black, spotless condition; £1,695.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [12835]

1949 Austin Sheerline saloon, black, one owner, chauffeur kept, immaculate condition; £1,675.—Cheltenham & Gloucester Car Mart, Ltd., Cheltenham, Tel. 5081. [13196]

AUSTIN Sheerline 1948 silver-grey saloon, radio, heater, magnificent car, exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. [12839]

1949 (July) Austin Sheerline saloon, gunmetal, grey, low mileage, as new throughout, exceptional value; £1,650.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [11773]

1949 Austin Sheerline saloon, black, fawn leather, loose covers, all-wave Ekco radio, heater, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [13149]

Austin A125 and A135 Cars Wanted

C THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [10952]

AUSTIN TWENTY-EIGHT

LIMOUSINE 28hp Ranelagh, partition, large forward seats, 23,000 miles, excellent condition, £1,195.
LPE & SAUNDERS, Providence Court, North Audley St., Mayfair 2941. [13415]

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.
HIRE car and limousine specialists.
WRITE for details and location of cars to
SALES Dept., 45, South Audley St., London, W.1. [10956]

1949 Austin 16 saloon, blue, sliding roof, 8,000 miles; £1,050; also
1946 Austin 10 saloon, good condition; £595.
GEOFFREY NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [13310]

1932 Austin landaulette 7-seater with division, in very good condition; £195.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gl. 2234. [10403]

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. [10374]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [10926]
G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [10812]

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [10842]

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers, all types post-war Austins. [10416]

B RITISH & COLONIAL MOTORS, Ltd., require good B Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [13349]

WEBBIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins. Tel. Weybridge 233. [10541]

URGENTLY required, all makes of Austin 10 and 12hp cars.—Corbett & Taylor, 22, Conduit Mess, W.2. Amb. 6049. [18456]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [10812]

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Faxman 4501-2-3. [13604]

WE are cash buyers of all Austin post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7751. [10882]

1938—Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [10313]

Austin Spares and Service

NORMAND, Ltd.
THE best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 3665. [10232]

THE CAR MART, Ltd., London Distributors, spare parts for all models, cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6550); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717.) [10160]

G. NORMAN & Co.
AUTHORISED Austin retailers.
SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [10812]

IF it's Austin spares, try Sands, the Austin People, Burnham, Bucks 84. [10305]

FOR Austin mudguards, running boards, 1951-39.—Brook, 29, Audley St. and 6, Frederick Place, Brighton 21147. [10382]

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [10504]

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's, 41-47, Newington Causeway, S.E.1. Hop 2832, 2830. [10956]

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Dribdale Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [10603]

AUSTIN 8 engines, gear boxes, axles, accessories, springs, wheels, radiators, in good condition, immediate delivery.—Woodfield & Turner, Motor Dismantlers, Burnley, Tel. 5065. [10683]

AUSTIN 7 owners: Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [10285]

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [10414]

PRYN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acra Lane, S.W.2. Brixton 1155. [10184]

BENTLEY (3½ & 4½-litre)

P B. LTD.
1935 3½-litre Bentley sports saloon by James Young.
1935 3½-litre Bentley Park Ward sports saloon.
PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [13554]

CAR MART, Ltd.
1937 Bentley 4½-litre Park Ward saloon, 6 months' guarantee; £1,895.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [13455]

FOFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, offer a 1948 Hooper drop head coupe on Bentley Mark VI chassis, painted black with beige leather, fitted travelling trunks; immaculate condition; call, write, or phone.
H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., W.1. Tel. No. Regent 7687. [10807]

GUY SALMON AUTOMOBILES, Ltd., offer:— [12807]

1949 Bentley Mark VI saloon, one owner, 16,000 miles; £4,500.
1937 Bentley 4½-litre open sedan, coupe, recent £400 overhaul by Owen, most attractive condition. £1,650.—Portsmouth Rd., Thames Ditton, Emmerbrook 5551-2-3. [13276]

H R. OWEN, Ltd.
17, Berkeley St., [10956]

GREAT BRITAIN'S Leading Specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A NATIONAL Motoring Organisation.

1938 4½-litre Bentley foursome D.H.C. by H. J. Mulliner, colour silver-grey with blue hide fitted with wing valances. Ref. H.5537.
1938 Bentley 4½-litre Owen Sedan coupe (rear half of hood is fixed), by Gurney Nutting, colour grey with black hide and grey upholstery; fitted with side-mounted spare with cover, loose covers F. and R. Ref. H.5206.

1947 Bentley Mark VI Standard Steel saloon (SR) by Bentley Motors; colour black with brown hide upholstery; this car is fitted with over-riders F. and R. Ref. H.5218.

1950 Bentley Mark VI 2-door D.H.C. by Abbott, colour opalescent blue-grey with blue hide upholstery; this car has power-operated hood, bumpers with over-riders F. and R., and wing fairings. Ref. H.5687.

L cars carry our unique 6 months' guarantee; please phone or write for details to:—
H. R. OWEN, Ltd., [10956]

17, Berkeley St., [10956]

LONDON, W.1.
TEL. Mayfair 9060. [10956]

RIPPOON.
RIPPOON.
RIPPOON BROS., Ltd., [10956]

NORTHERN Bentley specialists.
1949 (June) Mark VI shooting brake, 4,000 miles only, as new.
1948 (June) Mark VI 4-door sports saloon by H. J. Mulliner. [10956]

1937 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
1935 3½-litre 4-door sports saloon by Park Ward. [10956]

FOR further particulars contact the largest Bentley dealer in the North.
RIPPOON BROS., Ltd., Huddersfield 6340 (5 lines). [10906]

R also at Bradford, Leeds and Sheffield.
JACK OLDING, of Mayfair, [10956]

OFFICIAL Rolls-Royce and Bentley retailers.
OFFER:— [10956]

1949 (Oct.) Mark VI standard saloon, pearl grey, with blue leather, 30,000 miles.
1949 (Aug.) Mark VI standard saloon, mistletoe green, with beige leather, 25,000 miles.
1948 Mark VI 2-door saloon by Young, blue, with beige leather, 25,000 miles.
1948 Mark VI H. J. Mulliner special sports saloon, black, with beige leather, 25,000 miles.
1937 (May) 4½-litre foursome d/h coupe by Park Ward, midnight blue, beige hood.
1936 (Aug.) 4½-litre saloon by Mann Egerton, black, with grey leather.
1936 (Oct.) 4½-litre saloon by Mann Egerton, metallic blue, with blue leather, 62,000 miles.
1936 (Oct.) 4½-litre saloon by Park Ward, black, with maroon leather.
DELIVERY of new and used cars quoted on application.
AUDLEY House, [10956]

NORTH Audley St., W.1. Mayfair 5242. [10354]

HAROLD RADFORD & Co., Ltd., [10956]

INVITE you to call and inspect their unique selection of Bentley cars.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). [10956]

ACLAND & TABOR, Ltd., offer:— [10956]

1938 4½-litre Bentley Park Ward saloon, recent engine overhaul by makers, whole car in new condition, finished royal blue with blue leather; £1,850.
APFLEY Welwyn 481. [13543]

LARGE stock of 3½-4½ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [10956]

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce Retailers and Repairers, offer:— [10956]

1949 Bentley Mk VI drop head coupe by Park Ward, black, new beige hood, brown leather, one owner, 34,000 miles, passed by makers, superb throughout; £4,450.
1947 Bentley Mk VI standard steel saloon, black, dark blue leather, one owner, 42,000 miles, completely serviced, chauffeur maintained, exceptional condition; £3,550.
18, Berkeley St., W.1. May. 6266. [10956]

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [12978]

1938 (Aug.) Bentley 4½-litre Windover sports saloon; £1,875.—Gordrich, Ewins, Botley, Hants. Botley 70. [12711]

1936 Bentley 4½-litre saloon by Vanden Plas, very sound condition and very smart appearance; £1,345.—Below.
1935 Bentley 3½-litre Thrupp & Maberly sports saloon, black, one owner, 1948 year, right control, unusually nice car; £1,375.—J. F. Crawley, Western 6015. [13504]

1934 Rolls Bentley 3½-litre d.h. coupe, Thrupp & Maberly, one owner.—Nairn, Balgeldie, Leslie, Fife. Tel. Leslie 274. [12706]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. (4970)

BENTLEY saloon, 1938, 4½-litre, magnificent car; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [10956]

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 744.

1936 (Aug.) 4 1/2-litre Vanden Plas saloon, 4528 spent with makers (bill shown) since which mileage 2,000-3,000—Lawton Goodman, 36, North Cadogan St., W.1. 1288

1936 4 1/2 pillarless owner driver saloon by Vanden Plas, one titled owner, an exceptional car, almost faultless—R. C. Mortlake, 253, Kensal Rise, London, W.10. Ladbroke 3155. 1908

1935 Bentley 3 1/2 4-door saloon, high performance, superlative condition, must be seen; exchange for drop head smaller car—Taylor, 37, Elvaston Place, S.W.7. Weston 0489. 13469

1936 (November) 4 1/2-litre Bentley 4-door Thrupp & Maberly sunshine saloon, radio, exceptional condition, perfect history—Lionel H. Pugh, 13, 14, Brooks Mews, W.1. Mayfair 4433. 19738

1939 Bentley 4 1/2, overdrive, Park Ward body, 70,000 miles, excellent condition: £2,350.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). 12831

HOOPER & CO. (LONDON) LTD., 54 St. James's St., W.1. offer advice on the purchase of new and second-hand cars, and will be very pleased to show customers round their factory at Western Ave., Acton, W.3. Official Rolls-Royce and Bentley retailers.

1937 (September) Bentley 4 1/2 sports saloon by Mann Egerton, overhauled throughout, repainted and re-upholstered July 1949, detailed invoice for £1,070 available for inspection, indistinguishable from new, reasonable offers invited.—Bruce France, 8a, Cromwell Mews, South Kensington, W.8. 0513. 12955

1937 (May) Bentley 4 1/2-litre special 4-door Phaeton with disc wheels, one of the most exclusive Bentleys on the road, photograph on request; trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. 12483

PRIVATE owner offers 1937 4 1/2-litre Rolls-Royce fitted with the most elegant 2-4-seater drop head coupe body by Hooper, 25-gallon tank with twin filler cap and large enclosed luggage boot; a complete mechanical overhaul was carried out in 1949 since when it has run approx. 12,000 miles; it has just come from the crashbuilders where £465 has been spent on complete body modernisation including repainting, re-upholstering, new hood and rechroming of all parts; 6 brand new tyres and tubes fitted; one of the most exclusive Bentleys on the road, this is a superb example of the highest class of pre-war hand-built motor car and is for sale due to owner's unexpected change of plans; price £2,250 or near offer, available for inspection and trial in London.—Box 7195, or tel. Welbeck 0697. 12988

BENTLEY (other than 3 1/2 & 4 1/2-litre) 6 1/2-litre 1926 Bentley green 2-seater sports, good condition; any reasonable offer considered.—Box 7142. 12966

BENTLEY saloon, July 1935, excellent condition, most attractive Hooper body, moderate mileage; reasonable price, licensed.—Box 7195. 12966

UNUSSED 8-litre Bentley short chassis, special tanks and aluminium body—Jack O'Neil, 10, Audley St., W.1. Mayfair 5242. 13053

1931 8-litre long chassis H. J. Mulliner 4-light owner-driven saloon with division, in quite exceptional condition; offers wanted around £450. MASCOOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. 12894

BENTLEY 4 1/2 sportsman's coupe 1929, perfect order throughout, a genuine bargain! £385—Wortley, Half Year, West Runton, Norfolk. Tel. West Runton 40. 12707

COUPE 1935 Park Ward Drophead Foursome, leather upholstery, large boot, exceptional appearance, O.K. mechanical—Seen—Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. 12709

BENTLEY 4 1/2 chassis, Red Label engine, 600 miles since re-sleeve, V.D.F. le Mans 4-seater, black, hood, screens, good condition; taxed: £350 or offer; seen Scotland.—Box 7164. 12709

1925 3-litre Red Label short chassis speed model 4-seater, open, touter, aluminium body painted black, chrome radiator, sound, good tyres and brakes; £300.—Apply Hornblower, Southampton Airport, Eastleigh 8728. 13195

4 1/2-litre Bentley short chassis 2-seater, engine and chassis completely rebuilt and unused since. D box, 53 axle, brand new Dunlop wheels and tyres, £10 tax; price £475.—Evergreen Service Station, Stanway, Essex. Tel. Colchester 2600. 13201

BENTLEY 1929 4 1/2-litre saloon, original condition, easily capable of original maximums on all gears; cylinder block recently removed for decoking, bore wear found to be half of 1/1,000th inch, oil consumption nil; new stainless steel drain tubes and side plates fitted, plate clutch, original exhaust system giving authentic, below; to the best of our knowledge this car has only had one previous owner, it is the finest and most perfect original example we have ever seen; 6 brand new tyres and tubes just fitted, 3 525x21 front and 3 600x21 rear, including spares; the whole offered at £465.—Talbot Garage, Ltd., 12, Station Rd., Henley-on-Thames. Bentley Cars Wanted

OUR demand is urgent. OWNERS who have Bentley cars for disposal are invited to communicate with the Brain Group of Companies, London offices, H.R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. 10515

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. 10958

URGENTLY required, good 3 1/2-litre or 4 1/2-litre pre-war Bentley, Hatfield, 154, Gt. Titchfield St. 13326

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons. J. MARSHALL

WANTED, Bentley 3 1/2- and 4 1/2-litre, all types of coachwork, any condition; immediate cash settlement. J. MARSHALL, 869, St. Albans Rd., Watford. Tel. 4987

1939-40 4 1/2 Bentley foursome coupe, send full particulars. J. FREEMAN, Ltd., Grosvenor Garage, Burnage A. Lane, Levenshulm, Manchester, 19. Tel. Rusholme 2726

ROWLAND SMITH'S, the Bentley buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. MANN EGERTON & CO., Ltd. (Founded 1899), wish to purchase Bentley Mk. VI models immediately. 14, Berkeley St., London, W.1. Regent 2075. 13004

1947-8-9 Bentley saloon preferred, must be first-class condition.—Auty, 2, Greenless Rd., Walsley, Cheshire. 13006

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69 West St., Crystal Palace S.E.19. Liv. 3562

R. SPECIALISTS, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 J. JACK (LONDON), Ltd., 8-10, North Audley St., W.1. 0613

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May 6566 Service, works & stores 12, Wellesley Ave. W.6. Riv. 1413. 18367

WANTED.—Bentley Mark VI 1947/48, for private gentleman, state condition, mileage and full particulars, (no dealers), to—H. Haines, Oxford Road Garage, Witney, Oxon. Tel. Witney 42. 13031

Bentley Spares and Service JACK BARCLAY, Ltd. LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types. W. S.19. Liberty 7222 (8 lines). 10624

M. COOPER, Ltd., Catherine St., St. Albans 4343 SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers. 18, Berkeley St., W.1. May. 6266

SHOWROOMS.—18, Berkeley St., W.1. May. 6266 SPARE parts SERVICE.—12, Wellesley Ave. W.6. Riv. 1413. 18367

CENTRAL GARAGE, Croydon, specialists for all Bentley, Ley and Rolls-Royce models, servicing, complete mechanical, mechanical or coachwork.—Central Garage, Croy. 7464. 18353

B.M.W. Cars Wanted D.C.S. THE B.M.W. buyers. DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maida Vale 6889-9. 15725

BRISTOL UM Ltd. UNIVERSITY MOTORS, Ltd., Joint Distributors for Bristol, Home and Eastern Counties; also Berks, Beds and Bucks. UNIVERSITY MOTORS, Ltd., Stratford House, 80, Piccadilly, W.1. Gro. 4141 10168

BROOKLANDS, Bristol type 402 drop head coupe, immaculate condition throughout. 1949 Bristol type 400 saloon, metallic blue, beige leather, fitted Solex carburetors, exceptional condition. 103, Bond St., London, W.1. Tel. Mayfair 4351-6. 12993

A.F.N., Ltd., offer: 1949 Type 401 chassis fitted genuine Supra-Leaguer 2-door sports saloon, special close ratio gear box, Lucas F770 head lamps, colour jewelled steel, beige hide, one owner. 1948 Bristol 400 saloon, mileage 22,000, one owner, new type luggage boot. FALCON WORKS, London Rd., Isleworth, Tel. Hounslow 0011. 12900

KEVILL DAVIES & MARCH, Ltd. OFFICIAL Bristol retailers. 41-42, Hay's Mews, Berkeley Sq., W.1. Gro. 2563. 10296

CLAND & TABOR, Ltd., offer: 1948 Bristol Type 400 saloon, 1950 modifications including long-range head lamps, spare wheel mounted externally, etc., finished maroon-beige leather, radio and heater, like a new car; £1,695. APLY Weiway 481. 13542

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. 10499

1948 (August) Bristol, red with cream leather, 9,000 miles; £1,895.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. 12945

ATHONY CROOK.—Bristol, all models including A type 401 4-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.—Town End Caterham Hill, Surrey. Tel. 2232-3. 12930

Bristol Cars Wanted MODEL 400 or 401 Bristol.—Dr. Taylor, 28, Southcroft Rd., Walsley, Cheshire. 13006

J. H. BARTLETT, the Bristol buyers.—27a, Pembridge Rd., W.11. Bayswater 0523. 13045

1948-9 Bristol, urgent.—Auty, 2, Greenless Rd., Walsley, Cheshire. 13007

A.F.N., Ltd., will purchase or accept, in exchange, Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. 14880

ELITE MOTORS offer:—

1935 B.S.A. 10hp Scout 2-seater, engine recently reconditioned completely, good hood, side-screens and tyres, really lively little sports car; £199. ELITE MOTORS, 951-961, Garratt Lane, Tooting

1935 B.S.A. 12/6 saloon, small mileage, magnificent condition; for further particulars apply to—Gavin Fairfax, Virginia Water, Surrey. 2883

375 gns.—B.S.A. Scout 1939 10hp Series 6 2-seater, black, red leather, good tyres, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below. 12893

325 gns.—B.S.A. Scout 1938 10hp Series 5 sports 4-seater, black, red leather, new hood, recent engine overhaul, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Hampstead (Hamstead Tube). 3378

£315.—Bargain, 1940 B.S.A. 2-seater sports, excellent condition, last, first deposit secured.—Grove Garage & Motors, 322, Fore St., Edmonstone, N.9. Tot. 4162. 12044

£175.—1935 B.S.A. Scout sports 2-seater, recently loaded, new hood, etc., excellent runner, attractive appearance.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. 13581

1938 (model) B.S.A. Scout sports 4-seater, red paintwork with maroon leather upholstery, good hood and side-screens; £219 cash or £69 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. 12873

195 gns.—B.S.A. 1934 10hp de luxe 4-door saloon, blue and black, sliding head, blue leather, pre-selector, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. 13379

£285 owner since new genuine mileage 45,000, maintained and serviced by the manufacturers, immaculate appearance, perfect condition, open to any examination, engine just completely overhauled, fitted liners, etc.—Kel Motors, Gordon Works, Gordon Ave., Stanmore. Tel. Grimsdyke 992. 13233

B.S.A. Cars Wanted ROWLAND SMITH'S, the B.S.A. buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041. RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). 13135

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. 10144

S'ALLENS, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. 10641

BUGATTI CHIPSTEAD MOTORS, Ltd., Onslow Garage, 187, Fulham Rd., Kensington, S.W.7. See Sports Car column; we are also keen buyers of late models.—Flaxman 0052. Bugatti Spares and Service J. LEMON BURTON, Bugatti service 55, Netherwood St., N.W.6. Maida Vale 1331 10071

BUICK ROY GALWAY, Ltd., offer: 1949 Buick super 4-door saloon, green with American green nylon seat covers, radio, heater, one owner, 1,000 miles guaranteed. 1949 Buick super 4-door saloon, all power-operated, one owner, low mileage. ROY GALWAY, Ltd., 21, Farm St., Berkeley Square, London, W.1. Grosvenor 4747. 12896

JOE THOMPSON (MOTORS), Ltd., offers: 1948 Buick 51 super saloon, R.H.D., colour black, fitted radio, low mileage. 1948 Buick 51 super saloon, right-hand drive, R.H.D. colour green, fitted radio, very low mileage. JOE THOMPSON (MOTORS), Ltd., 21, Farm St., Berkeley Square, South Kensington (next to R. Churchill), Ken. 4553

COOMBS & SONS (GUILDFORD), Ltd., offer: 1937 Buick 7-passenger limousine, mileage 35,000, condition as new; £800. COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 625-8. 11939

1937 Buick Victoria saloon, radio, excellent.—Below. 1937 Buick Pullman limousine, exceptionally fine appearance, privately owned only. GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Gro. 3268. 12943

1938 Buick 8-cylinder 31hp special saloon, genuine mileage 51,000; £900.—Six Ways Garage, Springfield Rd., Walsall. 19627

1937 Buick 8-cylinder 31hp special saloon, genuine mileage 51,000; £900.—Six Ways Garage, Springfield Rd., Walsall. 19627

1949 Buick super 51 drop head foursome coupe, all power operated, i.h. drive, low mileage, beautiful condition; £2,575.—Below. 1949 Buick super 51 saloon, 7,000 miles, i.h. drive, magnificent.—J. P. Crawley, Western 6015. 1948 Buick electric convertible coupe, left-hand drive; £2,250.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4371. 12066

1923 genuine 25,000 miles open 2-seater Buick, 27 3hp, mechanically perfect, taxed and insured; £60.—181, Singfield Rd., Gravesend. 13175

£165.—Buick 35hp 7-passenger Pullman limousine, 36 inch forward seats, taxed, ideal car for private hire.—Glenhill Close, Finchley, N.5. Tel. Finchley 4464. 13030

1947 (November) Buick 51, right-hand drive, 15,000 miles, £2,550.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). 12829

1938 Carlton drop head coupe, 35,000 miles only, one owner since new, new hood, perfect order throughout; £595.—R. S. Mead, 42, Queen St., Maidenhead, Tel. Maidenhead 2642. 13266

1936 Buick 4-seater limousine, face-forward seats, for lamps, twin spares, leather front, cloth rear, large luggage boot, finished black cellulose; £795.—Appleyard of Leeds, Ltd., North St., Leeds 7. Tel. Leeds 32751. 12311

£465.—Absolutely fastidious, maintained 1937 Buick drop head foursome coupe, bodywork by Carlton, late owner absolute enthusiast, whole car literally new and is far superior to many 1946 cars that we have offered, speedometer reads 52,000 built-in radio, spotlights, etc.; 3 months' guarantee; hire purchase enquiries. LAMBS OF WOOD GREEN Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221 13511

1937 model Buick 8-cylinder, forward occasionals, partitioned, £650 or near offer—Cottrill, Works Garage, Tiverton, Devon. Tel. Tiverton 2058.

BUICK, post-war d.h. regd. 1950, power Operated by hood, steel windows, heater, radio; brand new condition, all charges paid; £2,450, or accept Mark VI Bentley, cash adjustment; no covenant—Meadway 1777.

IMOUSINE 1938 Pullman, partitioned, widest forward occasional, under order, £335. Also

IMOUSINE 1939 Pullman, partitioned, forward occasional, £1,245. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [3418]

BUICK CARS WANTED

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick, Wembley 3903. [7994]

COWLEY MOTORS, the Buick buyers—Covell, Valentine 1066. [2901]

SEALES privately owned modern Limousines re-fitted, cash waiting, Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1220]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [10034]

BUICK Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10141]

CADILLAC

IMOUSINE 1939 deluxe Pullman, partitioned, widest forward occasional, interior heating, magnificent, Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941. [3419]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac, Wembley 3903. [7995]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [10034]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10012]

CHEVROLET

OVERSEAS CARS, Ltd.

1947 Chevrolet Fleetmaster saloon, left-hand drive, maroon; £950.

1948 Chevrolet, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [2952]

SIMPSON'S MOTORS, offer:—

1949 first registered Chevrolet, maroon, convertible, electrically operated hood, radio, heater, seat covers, beautiful condition, genuine post-war car.

1949 Chevrolet, genuine 4-door saloon, heater, immaculate, low mileage.

1949 first registered Chevrolet 2-door Aerodan, exceptional post-war car, fully streamlined, immaculate coachwork and interior.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialist), Wembley 3903. [2051]

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chevrolet convertible coupe, L.H.D., colour maroon, electrically operated hood, fitted heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Mitchell's), Ken. 4354.

1948 Chevrolet Fleetmaster 4-door saloon, l.h.d., 9,000 miles—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [3548]

1950 (Apt) Chevrolet latest type regd. sedan, 12,000 miles only, a most beautiful car with all American extras, amazing performance—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [1538]

Chevrolet Cars Wanted

D.C.S.

THE Chevrolet buyers

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Malda Vale 6888-9. [8797]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet, Wembley 3903. [7997]

COWLEY MOTORS, the Chevrolet buyers—Covell, Valentine 1066. [2906]

DISTRIBUTORS for London and the Home Counties require good Chevrolet cars—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [3547]

Chevrolet Spares and Service

CHEVROLET Spares and Repairs, for private vehicles only, distribution for London and Home Counties—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. [3547]

CHRYSLER

CLASS'S MOTOR MART—1938 Chrysler 24hp saloon, leather, excellent, written guarantee.—5, Warren St., W.1. Euston 4110. [1669]

1947 Chrysler New Yorker (the most elegant motor), 3,000 miles, r.h. drive, absolutely spotless.—J. F. Crawley, Western 6015. [3505]

£625—Chrysler Dodge Custom 8 de luxe saloon, first delivered July 1949, laid up most of war, privately owned and meticulously maintained, finger-tip rear control, literally looks worth £1,000; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, L High Rd., Finchley, N.12. Fin. 6221. [3513]

1950 (registered) Chrysler Plymouth 4-door de luxe saloon, 26,000 miles, hand drive, steering column gear change, mouth organ front, real full of chromium plating, off colour in interior, £10 tax; £825 terms, exchanges.—V. Amhurst 2000. Turner, 99/111, Clarence Rd., London, E.5. [2946]

Chrysler Cars Wanted

D.C.S.

THE Chrysler buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Malda Vale 6888-9. [8796]

UTO SALES (LONDON), Ltd.

CHRYSLER sales, will purchase all types of Chrysler vehicles.—59-65, Belisle Rd., Swiss Cottage, N.W.3. [10043]

ASH immediately for good Chrysler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3327]

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler, Wembley 3903. [7998]

ROWLAND SMITH'S, the Chrysler buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

FIRST-CLASS Chrysler cars urgently wanted—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. [43405]

COWLEY MOTORS, the Chrysler buyers—Covell, Valentine 1066. [2903]

1949 Citroen 6-cylinder saloon, black, red leather, immaculate.

NORRIS Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [2945]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen saloon, red and red leather, 4,000 miles; £1,175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford GU1 2JF. [1531]

JOHN S. TRUSCOTT, Ltd., for post-war Citroens.

ONLY first-class examples are offered.

PRESENT stock includes:—

1949 15hp saloon, maroon, red leather, 2,024 miles only.

1947 15hp saloon, French model, r.h. drive, gun-metal, 29,000 miles.

7-SIATERS 1937/38/39 Royal-Wimbleton-Dodge, private owned, limousine, required, Alpe, Providence Court, Grosvenor Square, Mayfair-2941. [1221]

CHRYSLER spares and engines for all models from stock—Carroz, St. John's Wood Roundabout, N.W.8. Pri. 0141. [10016]

CHRYSLER specialists, repairs, spares, exchange engine service—A. Mitchell (Motors), Ltd., 24, Balham High Rd., London, S.W.12. Tel. Balham 2334.

CITROEN

ACE SERVICE STATION (LONDON), Ltd.,

1949 Citroen 6-cylinder saloon, black, red leather, immaculate.

NORRIS Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [2945]

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1949 15hp saloon, maroon, red leather, 2,024 miles only.

1947 15hp saloon, French model, r.h. drive, gun-metal, 29,000 miles.

1946 15hp saloon, black, grey leather, 36,000 miles.

OUR stock is constantly changing. All cars have been carefully selected and thoroughly serviced throughout.

ANY reasonable trial and examination is welcomed; details on request; changes, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bag. 4274. [3118]

H.W. MOTORS, Ltd., the Citroen specialists offer:—

(reg. 1949) Light 15 saloon, black/brown leather, 6,500 miles; £1,275.

1949 Light 15 saloon, black/beige leather, 11,000 miles; £1,125.

1949 Light 15 saloon, maroon/red leather, 19,000 miles; £1,275.

1948 Light 15 saloon, metallic grey/red leather, 23,000 miles; £995.

1946 Light 15 saloon, black/red leather, 21,000 miles; £725.

H.W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [1083]

late Citroen 15 de luxe, low mileage, seat covers, new tyres; £975.

F.H. PEACOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401. [2378]

1948 interior, 18,000 miles; £925.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon, Springfield 3477-8. [3550]

WOLKING MOTOR CO., Ltd., for Citroen spares, service.—Tel. Worthing 71. [5589]

£395—1938 Citroen 15 de luxe saloon, black leather, new tyres, car in very good order throughout.

BRIAN FINGLASS, Bukatti sales & service, 2, Peninsula, W.11. Bayswater 3951. [3499]

1949 6-cyl Citroen de luxe saloon, fitted radio, mouffe, fog lamps, etc., immaculate condition, guaranteed £1,200.

1949 Light 15hp Citroen saloon, 12,000 miles; finished grey with red upholstery; £1,075.

1948 Light 15hp Citroen saloon, L.H.D.; £850.

C. G. NORMAN & Co., Sole Citroen distributors for the County of London. To buy or sell a Citroen, always consult C. G. Norman & Co., 50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [2685]

CITROEN Light Fifteen saloon, black, £10 tax, re-registered 1947, 39,000 miles; £295 nearest.

1948 model Citroen 15hp saloon, silver with red leather, fitted heater, radio, windscreen defroster, 13,000 miles.—Woking Motors (Mayfair Hill), Ltd. Woking 1975. [2868]

1947 Citroen 15hp, recollimated black and thoroughly overhauled, immaculate condition and mechanically perfect; £725.—Townend, Mount Pleasant, Hainbury, 2245. [3191]

1949 (March) Citroen Light 15 de luxe saloon, black, red leather, fitted water thermostat, oil pump, new engine, always carefully maintained; price £1,050.—Dial House, Sunninghill, Berks. Tel. Ascot 164. [1977]

Citroen Cars Wanted

D.C.S.

THE Citroen buyers

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Malda Vale 6888-9. [8795]

C. G. NORMAN & Co.

CITROEN Sole distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

REQUIRED privately, Citroen, low mileage.—A. Bateman, 60, Sunningdell, London, N.W.7. [3500]

ASH immediately for good Citroen.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3332]

ROWLAND SMITH'S the Citroen buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.

POST-WAR Citroen required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [8655]

W. MOTORS, Ltd., always require first-class Citroen.—Tel. Walton-on-Thames 783 and 1437.

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [1671]

JOHN S. TRUSCOTT, Ltd., urgently require Citroens, exceptional prices offered for low mileage really well-kept examples.—175, Westbourne Grove, W.11. Bag. 4274. [3123]

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [10187]

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London, Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756]

CITROEN—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Bexleyheath 725. [0746]

BRING your used cars to the Citroen specialists: we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, Tel. 32627-8. Grams, Trubie.

WIDOMBS GARAGES, Ltd., Fulney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr. service. [7923]

CITROEN specialists, breakdown service, exchange, repair, and fitted parts—Lorraine Garage, 23-30, Elvaston Mews, 8, Kensington, S.W.7. Western 6974.

BOWES ROAD GARAGE & ENGINEERING CO., Ltd., Bowes Rd., N.11 (Bow, 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr; all spares stocked. [2668]

CROSSLEY

1937 20hp Crossley sports saloon, one owner, low mileage, a super motor car, £2,550.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242.

DAIMLER

CAR MART, Ltd.,

1949 Daimler 2½-litre saloon, radio, heater, 10,000 miles; £1,765.

1949 50 Daimler 2½-litre coupe, 3,000 miles; £1,975.

1947 Daimler Straight 8 Windover 7-seater limousine, 13,000 miles; £2,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3454]

OVERSEAS CARS, Ltd.

1934 Daimler 20 limousine, very small mileage, in exceptional condition; offer.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [12037]

TOM GARNER, Ltd., offer:—

1949 Daimler 2½-litre saloon, black with brown leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. [2762]

CHARLES FOLLETT, Ltd., offer:—

1949 Daimler 2½-litre saloon, dark green, green leather, one owner, 5,900 miles only, as new throughout and maintained by makers; £1,875.

18 Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Av. Riv. 1413. [2981]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Daimler 27hp owner-driver saloon by Windover, 8,000 miles, an outstanding roomy saloon seating 6 to 7 persons in comfort, £2,500.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3.

STRATSTONE, Ltd., Daimler specialist, offer:—

1949 Daimler 2½-litre saloon, maroon, 7,000 miles, radio, heater, Ace discs, as new; £1,795.

1948 Daimler 2½-litre saloon black with brown leather, immaculate; £1,550.

1946 Daimler 2½-litre saloon, black with fawn leather, chauffeur maintained, low mileage; £1,295.

1950 Daimler 27hp saloon by Freestone & Webb, black with fawn leather, radio, heater, 2,000 miles, B.M.T.A. permission; £3,500.

1938 Daimler 32hp Straight 8 limousine by Barker, black with cloth to rear, low mileage, excellent condition (£10 tax); £1,750.

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1938 Daimler 32hp Straight 8 limousine by Barker, black with cloth to

1949 (May) Ford Prefect sal., green, 7,000 miles.—Telford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temp. War 3338. [2743]

1949 Ford 10 Prefect saloon, 5,000 miles, quite like new.—Autowork (Winchester), Ltd., Winchester 4434-3406. [2849]

ARTHUR & GULLD, Ltd., 290-292, Regent St., W.1. Langham 1949-5-1946-8 post-war Prefect saloons, low mileage, all quantities. [2859]

£250—Ford 10 (1937) 2-door saloon, original cellulose, good condition, really excellent mechanically, many others. [2701]

1937 Ford 10, one owner, all original, perfect condition.—Hewlett & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [1936]

1938 Type Ford 10 de luxe saloon, leather, 4 new tyres, reconditioned engine (approx. 5,000 miles), very good condition, taxed: £255. [2859]

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14 (near Deptford Green 4540). [1506]

1949 Ford Prefect, low mileage, as new: £675.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mat. 1627. [1635]

1947 Ford 10 saloon, black, as new throughout, choice of two from £575.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1776]

1947 Ford 10 saloon, exceptional condition, new engine just fitted: £575.—Seymour Cecil & Co., 100, Gt. Portland St., W.1. Museum 9692, [1536]

1949 Ford Prefect, saloon, latest type, leather upholstery: £775; also 1938 Ford 10 saloon, 4 door, very clean and in excellent running order: £350. [2859]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. [1563]

5400 miles, 1949 (Nov) Ford Prefect saloon, black, brown leather.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [2859]

1948 finished in beige, as new throughout: £630.—Paul Street Garage, 20 Paul St., E.C.2. Bishopsgate 6781-2-3-4. [1537]

695 gns.—Ford Prefect (Oct.) 1949 10hp 4-door saloon, black, one careful owner, small mileage, almost new condition; terms, exchanges.—Rowland Smith, below. [1936]

295 gns.—Ford Prefect 1939 10hp tourer, black, one owner, very good condition; terms, exchanges, list, open 9-5, weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [1936]

WALTER SCOTT, Ltd.—1949 Ford Prefect, black, 11,000 miles, as new; £735; exchange, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 3914. [1299]

1949 brown leather, 3,300 miles, exceptional condition: £750.—205, Brasade Ave., Patcham, Brighton, Tel. Brighton 53003. [1776]

1939 Ford 10 4-door saloon, black, just reconditioned, in excellent condition throughout, any trial: £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1776]

1949 (Aug.) Ford Prefect saloon, black, brown cloth 12,000 miles, perfect; £710.—Gibsons Sports Cars (Xenith), Ltd., Lyndhurst Rd., Christchurch Hamlet, Tel. 181. [1424]

1949 (July) Ford Prefect saloon, cloth, 9,000 miles, one owner: £735; n.p. terms arranged.—R. H. Hoad, Ltd., 65, Great Portland, W.1. Langham 3635 and 3954. [1536]

1939 (April) Ford Prefect 4-door saloon, excellent condition, in excellent body, low mileage, no corrosion, taxed: £395.—Harry Nash Motors, Ltd., 348, King St., Hammersmith, Riverside 2837-8. [1522]

1946 (date) Prefect, leather, reconditioned Ford 10 (Sept.) 1946, steering wheel new, over 5,500 miles, mechanically 100% appearance as new: £500.—17, Welsay Court, Ealing, Perivale 5962. [2671]

1947 Ford Prefect saloon, black, leather upholstery, one owner, low mileage, spotless, excellent condition taxed: £395.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [2042]

NOVEMBER (1949) Prefect, one careful driver, service record, Note for lamp demister, beige cloth upholstery, good condition: £775.—Seen Feltham, Slough districts. Tel. Feltham 4211 during business hours. [1537]

1949 (Sept.) Ford Prefect saloon, beige, with red hide upholstery, fitted radio, Yale locks, guaranteed mileage 5,596, immaculate condition: £785.—W. J. Brown, Ltd., Main Ford Dealers, 359, Finchley Rd., N.W.3. Ham. 2414. [1033]

NAYLOR & ROOT, Ltd.—1947 Ford 10 Prefect saloon, black, brown hide, superb condition throughout; any trial: £535; 3 months' guarantee; choice of 250 quality cars; demonstration within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-5 each week-day, including Saturday. [3132]

Ford Ten Cars Wanted—Hamstead High St. (Hampstead Tube). Ham. 6041. [1936]

POST-WAR Ford 10 required, cash payment.—Morley, 54, Stratham Hill, S.W.2. Tulse Hill 4488. [1936]

1949 Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [2846]

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.1. Tulse Hill 2768 (day). [19712]

CASH buyers of low mileage Ford 10s; distance no object.—Huttons, Lord St., Southampton. Tel. 2265. [19712]

MARSTON MOTOR CO., Ltd. for your Ford 10. Tel. Sta 8000. Seven Sisters Rd., Tottenham, N.15. [19712]

WE wish to purchase small mileage Ford 10 new type saloons.—Brown & Mallalieu, Ltd., Blackpool. Tel. 22322. [19712]

DAGENHAM MOTORS, Ltd. main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [10156]

1939-1949 Ford 10 saloon urgently required.—Chas. L. F. Co., Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [14916]

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maidea Vale 6044 (10 lines). [2660]

CAR MART, Ltd **FORD (V.8)**

1949 Ford Pilot saloon, leather, radio, heater, 4,000 miles, £1,095.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1214. [19391]

PHILIP RICKARDS, Ltd. offer:—

1949 Ford Pilot, black, brown, heater, radio, 7,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [3073]

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2859]

1948 Ford Pilot saloon, colour, black, brown leather, 15,000 miles: £595. [2859]

1948 Pilot, colour blue, blue leather, mileage 17,000: £345. [2859]

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2859]

H. A. SAUNDERS, Ltd. offer:—

1949 Ford V.8 Pilot saloon, black with brown leather upholstery, radio, heater, Jackalls, etc., 2,900 miles: £1,195. [2859]

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [5139]

CLAND & TABOR, Ltd. offer:—

1949 Ford Pilot, black, cloth upholstery, radio and heater: £935. [5353]

WANTSTADT MOTORS, Ltd. offer:—

1948 Ford Pilot, black, brown leather, 15,000 miles: £895. [7250]

WANTSTADT MOTORS, Ltd., Cambridge Park, E.11, Wantland 1004. [7250]

JOHN S. TRUSCOTT, Ltd. for Ford Pilots.

1948 (Nov.) saloon, blue, blue leather, radio, etc., 19,000 very careful miles by one owner: £925. [3120]

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [3120]

DAGENHAM MOTORS, Ltd. Ford main dealers.

1949 Ford Pilot, green/brown hide, radio, 6,000 miles. [3120]

1948 Ford V.8 Pilot, black/brown hide, 14,000 miles. [3120]

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alpertown, Middlesex. Perivale 3388; and 8 and 12, Sangley Rd., Catford, S.E.6. Higher Cross 4621. [3120]

1949 Ford 10 saloon, 4-door: £525. Also

1949 Ford 30hp Pilot saloon, leather, radio, W.11. Euston 4466. [1512]

1950 Ford Custom 8 4-door saloon, 2,000 miles, colour blue—Syd Abrams, Ltd., M/c. Bro. 2254-5. [1634]

GORDON CARS (LONDON), Ltd.—1949 Ford Pilot saloon, blue, leather, heater, radio, 12,000 miles. [1634]

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, blue, leather, heater, radio, 12,000 miles. [1634]

1936 Ford V.8 drop head coupe, colour black: £235.—W. J. Brown, Ltd., Main Ford Dealers, 359, Finchley Rd., N.W.3. Hampstead 4414. [1033]

A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [2566]

FOR SALE—30hp V.8 Ford coupe, in excellent condition, 34,000 miles, very good appearance.—Apply P. B. Platts, 13, Market Place, Dneaster. [1625]

£835—Ford Pilot saloon, 1948, immaculate finish, full de luxe model with all leather upholstery, latest type single unit radio and heater, small mileage. [1625]

£895—Ford Pilot saloon, 1948, immaculate finish, full de luxe model with all leather upholstery, latest type single unit radio and heater, small mileage. [1625]

CENTRAL GARAGE, Croydon, offer: 1949 Ford Pilot saloon, black, brown leather, 8,000 miles, fitted radio and heater, immaculate: £1,075.—Central Garage, Tel. Croydon 7464. [2503]

1949 (March) Ford Pilot saloon, finished green, with beige leather, one owner, low mileage, fitted heater: £995.—Pantiles Service Garage, London Rd., Guildford 5226. [1767]

1949 Ford Pilot V.8 saloon, black, brown leather upholstery, radio and heater, wheel discs, mileage 9,000, as new: £1,095.—Wadsworth, Park Rd., Rushden, Northants. Tel. 2846. [3167]

FORD Pilot (Sept. '49), black, brown hide, radio, heater, genuine mileage 10,000, fully guaranteed, £1,000; trial anywhere.—Premier Motor Co., Aston Rd., Birmingham. Aston Cross 3271. [2684]

FORD V.8 22hp, 1937, immaculate condition, leather upholstery, must be seen to be appreciated, taxed, insured, drive away, private owner, no dealers: £252gns or offer.—Branson, Welbeck 6655. [3266]

1948 (September) Ford V.8 Pilot, 8,500 miles only, black, with brown leather upholstery, fitted heater and radio, condition as new; price £1,025.—Apply Pearson, Holborn 8601 (day), Croydon 0417 (evening). [19712]

HILLWOOD MOTORS—1949 Ford Pilot, a car with unsurpassed performance, a supreme riding comfort, one owner, fitted heater, leather upholstery: £935. [3585]

565-7-9, Watford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [3241]

Ford V.8 Cars Wanted

I REQUIRE post-war Ford V.8 immediately.—21, Kirk-stall Rd., S.W.2. Tulse Hill 1283 (day). [19712]

SIMPSON & MOTORS (WEMBLEY), Ltd. urgently require all model Ford V.8s.—Wembley 3903. [9143]

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1936]

FRITZER & COLMAN MOTORS, Ltd. require good Ford Pilot cars.—Upper St. Martin's Lane, W.C.2. Tem. 3598. [3354]

DAGENHAM MOTORS, Ltd. main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [10156]

JOHN S. TRUSCOTT, Ltd. urgently require Ford Pilots, exceptional prices offered for low mileage, really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [3125]

UTILITY-FORD OR OTHER BODIES

1939 Ford 10hp with utility bodywork: £365. [19712]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. [1563]

1948 first reg. (October) Ford Mercury utility, excellent condition: £495.—Jacquet, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3474]

1948 Fordson 10hp utility, reconditioned engine, good tyres, taxed: £475.—Hollbrook Motor Co., Ltd., Hill Rise, Richmond, Surrey. Tel. Ric. 4014. [2859]

£450—Ford V.8 English model heavy utility, May 1946, not re-registered old car, 7 seats and engine could carry one ton, splendid condition: Driscoll, 31, Riverdale Gardens, Twickenham. Poppes-grove 1552. [5165]

1949 Fordson 10hp utility, fitted magnificent timbered body which was built regardless of cost, low mileage: £675; terms, exchanges.—B. & H. Motors, 1,468, High Rd., Whetstone, London, N.20. Hillside 6671-2. [3262]

Ford Utility Cars Wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [15337]

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1936]

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209]

TANKARD & SMITH, Ltd. offer the choice of many Ford cars and lots from stock, vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Fax. 4801-3. [10378]

1947 genuine American Ford super 4-door sedan de luxe, one previous owner, condition as new, many extras, last word in luxury; bargain £1,075 for quick sale.—Day, Beckenham 6777, evenings Orpington 9335. [19748]

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [1936]

HAROLD PERRY, Ltd. main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [2859]

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gt. Gul. 2767. [10823]

COWLEY MOTORS, the Ford buyers.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [2907]

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Faxman 4801-2-3. [3505]

LUTON MOTOR CO., Ltd. Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and new specimens.—Hamstead High St. (Hampstead Tube). Luton 3713. [10042]

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [10234]

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; ignition and door lock keys despatched by return.

219-221, Balham High Rd., S.W.17. Tel. Balham 4404; also at: [10406]

FORD Rd. Folkestone 51222. [10406]

FINSBURY and Islington. [10406]

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464. [1936]

ALAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18. [1936]

FORD Rd. dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines). [10314]

FRANK G. GATES, Ltd., High Rd., Woodford Green, Tel. Wanstead 2233. Main Ford dealers; service and all spares. [10093]

DARLDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [10110]

FORD Ford mudguards, running boards, 1933-46.—Brooke's 5 and 6, Frederick Place Brighton. [10383]

£5 pair, new 7in recessed headlamps with bulbs for 1941-46 American V8 or Mercury; new coil/distributor unit 24; new carburettor 23, offers.—75, St. Chads Rd., Derby. Becketwell 49584. [3212]

YOUR Ford car will be much improved in comfort and safety after fitting stabilisers to the front and rear springs; all models.—Cranbury Garage Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [10281]

FRAZER NASH

ANTHONY CROOK offers: 1950 (November) Mille A Mille 2-seater, as new, Frater Nash, actual car shown at Motor Show, specially finished and complete with hood and all extras, just delivered to us by owner, unable to use and forced to change to saloon due to health reasons, B.M.T.A. consent to sell, immediate delivery; 1949 Frater Nash Le Mans replica 1200hp 2-seater, as so successfully raced by Anthony Crook last season (numerous successes included fastest lap (lie) of all British cars in Silverstone Production car race, fastest lap last Castle Combe 2-litre sports race, etc., third tourist trophy race up to 2 litres); other successes Goodwood, Blenheim, Silverstone, etc.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [3480]

Fraser Nash Cars Wanted

ROWLAND SMITH'S, the Fraser Nash buyers.—Hamstead High St. (Hampstead Tube). Ham. 6041. [1936]

FRAZER NASH-B.M.W.

1939 Fraser Nash-B.M.W. type 321 d.h. cabriolet, finished duo grey, front suspension, hood, radiator all new; radio, tyres excellent, 1,241, perfect condition: £550.—Kensington 1317, 30, Trevor Place, S.W.7. [2781]

FRAZER NASH-B.M.W. Type 45 (2-litre) cabriolet
coupe, engine lined, new hood; £350.—Box 7184.
(April) '37 model 1½-litre F.N.-B.M.W. 1938
saloon, £200 overhaul, many extras and spec.
features, exchange larger car, pref. B.M.W. rough body-
work would do; consider other exchanges; cash adjust-
ments or sell £375; h.p. can be arranged.—123, Wind-
mill Ave., Kettering. Tel. 4141. (2787)

895 Type 321 four-door drop head coupe, black, fawn
leather, one owner, stored 5 years, genuine low mileage,
very carefully used, superlative condition, terms dis-
count changes; list open 7-7 week-days and Saturdays.—Row-
land Smith, Hampstead (Hampstead Tube). Hampstead
6041. (2772)

TANKARD & SMITH, Ltd., offer 1936 Frazer Nash
B.M.W. d.h. four-door coupe, specially finished in
polychromatic grey with red leather, extremely fast and
quiet; fitted two carburetors for economy of fuel; £465;
three months' written guarantee; also 200 guaranteed
used cars of all makes.—198, Kings Rd., S.W.3. Tel.
Flaxman 4801-2/3. (2772)

ANTHONY CROOK offers for sale his own highly suc-
cessful 328 115mph 2-seater, as successfully raced,
placed or won practically every event ever entered, only
owners E. M. Thomas and Anthony Crook, complete
history from new; also a fully streamlined post-war 2-seater.
—Anthony Crook Motors, Ltd., Bristol distributors,
Caterham Hill, Surrey. Tel. 2232/3. (3479)

Frazer Nash-B.M.W. Cars Wanted
ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.
—Hampstead High St. (Hampstead Tube). Ham
6041

HEALEY

BROOKLANDS.
HEALEY Distributors for London.

HAVE for demonstration and early delivery the
special drop head 4-seater coupe by Abbott of Farn-
ham.

LSO 2-door 4-seater sports saloon by Tickford.

PARTICULARS available on request.

1949 Healey Silverstone sports 2-seater, blue,
beige leather, mileage 1,900, immaculate
throughout.

103 New Bond St., London, W.1. Tel. Mayfair
8351/6.

1949 Healey 2.4-litre four-door drop head coupe
by Duncan, green beige leather, 12,000
miles; £1,495.—Jack Olding & Co., Ltd., North Audley
St., W.1. Mayfair 3242. (3060)

1949 head coupe, a most attractive car with a
magnificent performance, 11,000 miles only, one owner
a film star; £1,595.—Bells Service Garages, 144, London
Rd., Kingston-on-Thames, Kingston 1185. (3411)

1950 Healey Silverstone, specially tuned high com-
pression engine, successfully raced by Edin-
burgh enthusiasts, being third to two Grand Prix
Maseratis at last Scottish Road Race, 5,000 miles, im-
maculate; £1,295.—Anthony Crook Motors, Ltd., Bristol
distributors, Caterham Hill, Surrey. Tel. 2232/3. (3478)

Healey Cars Wanted

J. H. BARTLETT Healey saloon, tourer or Silver-
stone models wanted.—27a, Pembroke Villas, W.11.
WANTED, Healey saloon or tourer.—Mr. Martin, 57,
Chatsworth Rd., Brondesbury, N.W.2. Willesden
0140. (2703)

HILLMAN 10

W **HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards
Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Hillman Minx Mark II, mileage 15,000, colour
black, leather and cloth upholstery, taxed
for year 1949.

W **HAROLD PERRY, Ltd.**, Invicta Works, 279, Bal-
lards Lane, North Finchley, N.12. Tel. Hillside
4444. (19510)

C **STAR MART, Ltd.**

1949 Hillman Minx saloon, Phase III, 9,000 miles,
£925.—Car Mart, Ltd., 150, Park Lane, W.1.
Grosvenor 3434. (19992)

H. A. SAUNDERS, Ltd.

1948 Hillman Minx Phase II saloon, 13,000 miles,
one owner; £795.
H. A. SAUNDERS, Ltd.

1948 Hillman Minx Phase II saloon, one owner;
£745.
H. A. SAUNDERS, Ltd.

1949 Hillman Minx Phase IV saloon, one owner;
£945.
H. A. SAUNDERS, Ltd., 144, Golders Green Rd.,
H.N.W.1. Speedwell 0011. (3085)

1949 Minx Mark III sun saloon, fawn, brown
leather upholstery, 6,000 miles; £925.
CASTELNAU, S.W.13 (by Hammersmith Bridge),
C. Riverside 4444. (3615)

W **WIMBUSH for Hillmans:—**

1949 Hillman Minx Phase III saloon, green, 11,000
miles, immaculate condition; £865, also
Phase IV car; £905.—C. Wimbush, Ltd., 512, Earls
Court Rd., London, S.W.5. Fremantle 8401. (2449)

MONTROE MOTORS, offer:—

1948 Hillman 10 drop head coupe; £765.—Montroe
Motors (N. H. Boswell), 91-97, Epping New
Rd., Buckhurst Hill, Essex. Buc. 1171-2. (2482)

L **EX GARAGES, Ltd., offer:—**

1949 (October) Minx Phase IV saloon, black, brown
leather, under 6,000 miles, as new; £965.
L. EX GARAGES, Ltd., 2, Lexington St., London, W.1
L (100 yds. Finsbury Circus). Ger. 9600. (3533)

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx Phase IV saloon, grey, 2,000
miles; £965.
H. A. SAUNDERS, Ltd., Austin House, High Rd.,
H. North Finchley, (100 yds. north of Tally Ho
Corner.) Hillside 0024. (3146)

A **CLAND & TABOR, Ltd., offer:—**

1939 Hillman Minx saloon, black, low mileage,
red leather, exceptional condition; £365.
1946 Hillman Minx d.h. coupe, green, red leather,
new tyres, 19,000 miles only and as new;
£575.

A **PLY W. W. W. 481.**

(3538)

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Phase IV saloon, grey, leather, 3,000
miles.—4, Brick St., Park Lane, London,
W.1. Grosvenor 3434. (3074)

W **WARWICK WRIGHT, Ltd., offer:—**

1948 Hillman Minx 10hp saloon, grey, blue leather
and cloth upholstery, 10,000 miles; £925.
1949 Hillman Minx 10hp saloon, pastel green, brown
leather, 12,000 miles; £925.

W **WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.**
Mayfair 9761. (2871)

W **WARWICK WRIGHT, Ltd., offer:—**

1948 Hillman 10hp estate car, moorland grey,
brown leather, 12,000 miles; £825.
W **WARWICK WRIGHT, Ltd., 150, New Bond St.,**
W.1. Mayfair 9761. (3067)

S **G. SMITH (MOTORS), Ltd., offer:—**

1948 Phase II Hillman Minx, 19,000 miles, colour
grey, blue cloth upholstery, in superlative
condition; £795; 50 other guaranteed used cars.
S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich
Hillside 8322. New Cross 4444. (2567)

C **COMBS & SONS (GUILDFORD), Ltd., offer:—**

1949 Hillman Phase III, only 400 miles, green and
brown leather, £975.
C **COMBS & SONS (GUILDFORD), Ltd., Portsmouth**
Rd., Guildford. Guildford 62907-8-9. (1332)

H **HILLMAN Minx, year 1947, mileage 20,000.—Tel. Cde.**
2181. (3067)

G **GORDON CARS (LONDON), Ltd.—1949 Hillman**
Phase IV, 800 miles only.—Below.

GORDON CARS (LONDON), Ltd.—1948 Hillman Phase
G II drophead coupe, black, 15,000 miles.—Gordon
House, 373, Euston Rd., N.W.1. Euston 6611. (3038)

1949 (September) Hillman Minx saloon, fawn,
6,000 miles, loose cover; £885.

J. R. INWARDS, Ltd., High St., Ruislip. Ruislip
3033-4-5. (2971)

1948 Hillman Minx saloon, Phase II, speedometer
14,000, in very good condition throughout.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2. Gl. 2234. (19399)

1939 Hillman Minx drop head four-door coupe,
ivory and brown, £360; exchange considered.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park,
W.2. Tel. Padstow 4444. (3574)

O **CTOBER '35 Hillman 10 saloon, sound; £145 or**
offer.—King's Motors, 1, High St., Hounslow, Tel.
3532. (2813)

1949 Minx saloon, 7,000 miles, new condition;
£850.—John Gray, 20, Hermitage Lane,
N.W.2. Speedwell 1244. (2648)

1948 Hillman Minx saloon, grey, one owner,
appearance as new; £755.—Grove Motors,
North Rd., Southall 3477. (2911)

£375—1939 Hillman Minx de luxe saloon, black,
reconditioned engine, 5 very good tyres, im-
maculate condition throughout.

M **AKIN & HARRISON (MOTORS), 492-6, High Rd.,**
Chiswick. Chiswick 0558/2619. (3253)

A **VERY nice Hillman Minx saloon 1937, an unrepeat-**
able bargain at £445 or offer.—King's Motors, 1,
High St., Hounslow. Tel. 3532. (2815)

133 miles.—1949 Hillman Minx Mark IV saloon.—
British & Colonial Motors, Ltd., Upper St.
Martin's Lane, W.C.2. Tem. 3598. (3341)

1939 Hillman 10hp saloon, excellent condition
throughout; £375.—Wembley Court Motor
High Rd., Wembley. Arnold 5221-2. (18049)

1949 Hillman Minx Mark IV saloon, mileage 4,000,
trade enquiries invited.—Ed. C. Paul, Ltd.,
32, Bruton Place, W.1. Mayfair 0821-2. (1471)

1949 Hillman Phase III de luxe saloon, green with
all-leather upholstery, 12,000 miles, as new;
£875.—Robbins, Kase Putney, Tel. 4581. (3466)

Hillman Minx saloon in very good condition;
£355.—Vandervell's (Buyers of good used
cars), 215, Haverock Hill, N.W.2. Primrose 4441. (3008)

1937 Hillman 10hp saloon, reconditioned engine,
excellent order throughout; £265.—Reeves
Motors, Grand Parade, Forty Lane, Wembley. Arnold
3025. (3477)

1948 (October) Hillman Minx, Phase II drophead
coupe, 7,000 miles, radio; £835.—L. F. Dove,
Ld. 111-115, Addiscombe Rd., Croydon. Addiscombe
3066. (1183)

1949 Mark IV Hillman Minx saloon, one owner,
8,000 miles, dove grey, with red leather;
£885.—R. F. Fuggle, Ltd., Bushey Heath, Herts.
1685. (2811)

3200 miles.—1949 (Oct.) Hillman Mark IV saloon,
dove grey, red leather.—Ernest Sutton,
Cleeve Hill 95 (Cheltenham). (Trade enquiries only
please.) (3105)

1946 Minx saloon, one owner, black and brown
leather, immaculate condition; £585.—
R. S. Mead, 42, Queen St., Maidenhead. Tel. Maiden-
head 2642. (3267)

1949 Minx Phase III, 5,000 miles, authenticated as
new; £895.—Hendon Central Garage, Ltd.,
44-46, Watford Way, Hendon Central, N.W.4. Tel. Hen-
don 1423-4. (2867)

1949 Hillman Minx saloon Phase IV, beige, red
leather, 12,000 miles, one owner, spare
unused.—Ripco Ltd., 16, Albemarle St., Mayfair, W.1.
Regent 2952/4. (3152)

1949 (late) Phase IV Hillman Minx saloon, in
black, almost unmarked, low mileage; accept
£935.—Jack Rose, Ltd., Stafford Rd., Wallington, Sur-
rey. Wallington 6677-8. (19270)

1948 Phase II Hillman Minx coupe, black, with
brown upholstery, very clean and taxed; accept
£785.—Jack Rose, Ltd., Stafford Rd., Wallington,
Surrey. Wallington 6677-8. (19273)

1949 Hillman Minx Phase IV saloon, black,
leather, taxed, choice of two, 2,000 miles and
6,000 miles; from £895.—Archway Garage, 120a,
Walmer Rd., W.10. Park 7271. (3506)

1933 Hillman Minx saloon, black with brown
leather upholstery, in exceedingly good
condition; £1,150.—Tankard & Smith, Ltd., 97,
Peckham Rd., S.E.15. Rodney 2051. (3337)

1948 Phase II Minx, grey interior, one owner,
under 10,000 miles, as new; £765.—Hendon
Central Garage, Ltd., 44-46, Watford Way, Hendon
Central, N.W.4. Tel. Hendon 1423-4. (2865)

1949 (October) Phase IV Minx saloon, 6,000
miles, black with dark brown upholstery, ex-
tremely unmarked; £965.—Jarvis & Sons, Ltd., Morris
House, Morden Rd., S.W.19. Liberty 4853. (3557)

794 gns.—1948 Hillman Minx drop head coupe,
black, cold box with dark brown upholstery, ex-
ceptionally smart.—Raymond Vale, Canterbury Rd., Kil-
burn, N.W.6. Maidsa Vale 6044; open till 7 p.m. six days
a week. (3488)

1938 type Hillman Minx 10hp saloon, clean, black
paintwork with blue leather upholstery, good
condition throughout; £295 cash or £95 deposit, balance
payable over 18 months.—C. & S. Motors, Ltd., Dudden
Hill Lane, Neasden. Gladstone 8605-6. (1391)

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx
saloon, in grey cloth upholstery, 21,000 miles only,
very clean car in immaculate condition; £675; three
months' written guarantee; also 200 guaranteed used cars
of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman
4801-2/3. (2773)

TANKARD & SMITH, Ltd., offer 1949 Hillman Minx
Phase III saloon in mist green with upholstery to
match, genuine 9,000 miles only, as new in every respect;
£860; 3 months' written guarantee; also 200 guaranteed
used cars of all makes.—198, Kings Rd., S.W.3. Tel.
Flaxman 4801/2/3. (2769)

HILLMAN 14

£345—1938 Hillman 14 de luxe sal., black, recon.
engine, ex. tyres, showroom condition.

MAKIN & HARRISON (MOTORS), 492-6, High Rd.,
Chiswick. Chiswick 0558/2619. (3258)

HILLMAN 21

L **IMOUSINE 1938 21hp, partition, forward seats,**
leather, genuine specimen, beautifully kept. Alpe
& Saunders, Providence Court, North Audley Street,
Mayfair 294. (3421)

HILLMAN MISCELLANEOUS

1937 Hillman limousine, excellent condition,
colour black; £485.—Clayton's Cars (Lon-
don), Ltd., 337, Euston Rd., London, N.W.1. Tel.
Euston 3229 (45 lines). (2832)

TANKARD & SMITH, Ltd., offer the choice of many
Hillman Minx and 14hp saloons from their vast stock
of over 200 used cars; all subject to months' written
guarantee.—198, Kings Rd., S.W.3. Tel. Flax 4801-3.

Hillman Cars Wanted

R **OWLAND SMITH'S**, the Hillman buyers.—Hampstead
High St. (Hampstead Tube). Ham. 6041. (0941)

R **OOTES, Ltd.,**

D **ISTRIBUTORS.**

R **EQUIRE modern low-mileage Hillman cars.**

B **IRMINGHAM.—Lower Temple St. (Central 9411.)**

M **ANCHESTER.—129, Deansgate. (Blackfriars 6677.)**

M **ALDSTONE.—(Maldstone 3533.)**

C **ANTERBURY.—(Canterbury 3332.)**

R **OCHESTER.—(Chatham 2231.)**

W **ROTHAM Heath.—(Borough Green 4.)**

R **OOTES, Ltd., Devonshire House, Piccadilly, W.1.**

I **NEED post-war Hillman immediately.—30, Ryecroft**

I **N.D. S.W.16. Tulse Hill 2768 (day). (19713)**

P **OST-war Hillman required, cash payment.—Morley,**

W.2. Streatham Hill, S.W.2. Tulse Hill 4488. (10853)

M **ARK 3/4 models, small mileage, required.—Jones,**

71 Harewood Gardens, Sandstead, Surrey.

C **ASH buyers of low mileage Hillman Minxes; dis-**

count no object.—Huttons, Lord St., Southport,

Tel. 2268. (10798)

A **LBONS, of Barking, purchase for cash post-war**

Hillman cars 1935-7, Longbridge Rd., Barking,

Tel. Rippleway 125. (0438)

W **E are cash buyers of all Hillman post-war models.**

The Warren Motor Co., 353-355, Euston Rd.,

London, N.W.1. Euston 7751. (16883)

B **IRMINGHAM and Midlands.—Low-mileage Hillman**

modern cars required by George Heath, Ltd., 180-182,

Brookside St., Birmingham, and Lower Temple St.,

Birmingham 4. (10098)

R **AYMOND WAY the hire-purchase specialists, are**

still buying Hillman, and have unlimited cash

available.—Kilburn, N.W.6. Maidsa Vale 6044 (10 lines). (3128)

N **OTTINGHAMSHIRE distributors, Humber, Hillman,**

always prepared to purchase Hillman-class condition

recent model Hillman saloon and coupes.—R. Cripps &

Co., Ltd., Parliament St., Nottingham. Tel. 46381. (0552)

Hillman Spares and Service

N **ORMAND, Ltd.**

T **HE best service ensures a longer car life.**

B **RING your car to 405-9, King St., W.6. Riv. 3665.**

L **ONDON & COUNTIES MOTOR MART, Ltd.**

H **ILLMAN repair specialist (30 years) well-equipped**

works servicing, reborring and complete overhauls,

spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6.

Renown 1183. (10676)

C **ARRIS MOTORS for Hillman spares and service.—**

C. Lewisham Bridge, S.E.13. Lee Green 0254. (0720)

F **OR Hillman 1936-46 mudguards, running boards.—**

Brooks, 5 and 6, Frederick Place, Brighton, S.

Brighton 21147. (0537)

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2605]**CHIPSTEAD**, 12, Grosvenor Garage, 197, Fulham Rd., Kensington S.W.3, are keen buyers of late models. Faxman 0052. [1042]**HOTCHKISS Spares and Service**—**Harold Radford & Co., Ltd.**, sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at: Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513]**H.R.G. & Co., Ltd.**

SOLE distributors for London and Home Counties, offer:

NEW and unused H.R.G. cars available for immediate delivery.

1947 (June) H.R.G. 1100 2-seater sports; 21,000 miles. [1009]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1009]**BIRMINGHAM**—1½-litre 1948 super sports 2-seater, green, new condition, any car in part exchange.—**Hattons**, Ltd., 71, Broad St., Birmingham, Midland 2437. [3014]**H.R.G. Spares and Service****CHARLES FOLLETT, Ltd.**, have a large stock of spares.**SHOWROOMS**: 18, Berkeley St., W.1. May. 6266.**SPARE parts.****SERVICE**: 12, Wellesley Ave., W.6. Riv. 1413. [8369]**HUDSON****DICKS CAR SALES** offer:1939 Hudson 17hp drop head foursome coupe, fitted radio and heater; £495.—**Below**.**DICKS CAR SALES, Ltd.**, 355-401, High Rd., Kilburn, Middlesex 6888-9. [9395]**JOE THOMPSON (MOTORS), Ltd.**, offers:

1947 Hudson Commodore 8 saloon, r.h.d., colour green, fitted radio and heater, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Micheline), Ken. 4658.

1940 Hudson 16.9 saloon, first licensed 1943, excellent condition; £625.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. E. Euston 4465. [3314]1939 (August) Hudson 17 saloon, chauffeur driven, recent complete overhaul, fitted radio, perfect; £450.—**Apply** J. Bewsey, Firestone Tyre & Rubber Co., Ltd., Great West Rd., Brentford, Tel. Ealing 3456.

£495.—July 1940 Hudson Country Club 22hp saloon de luxe, privately owned since new, capacious six-seater body with exceptionally large rear boot, coachwork finished in original black cellulose, modern-styled horizontal-barred radiator, upholstery in finest quality leather throughout, all the latest innovations, finger-tip steering-column controls, air-conditioning concealed defrosting and every possible luxury; a dignified but stylish looking car with a high standard of mechanical order and performance, coupled with remarkably low running costs for a car of its size; offered with a comprehensive written guarantee by

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds, Tel. 2041 (5 lines). Write for post-free catalogue. Hire Purchase. Part-exchanges. Free delivery.**HUDSON Cars Wanted****D.C.S.**

THE Hudson buyers.

DICKS CAR SALES, 355-401, High Rd., Kilburn, N.W.6. E. Vale 6888-9. [1573]**HUDSON Spares and Service****SPINKS (TWICKENHAM), Ltd.**, the Hudson distributors, for Hudson reconitioned engines, spares and service, quote reference number—85-101, Heath Rd., Twickenham, Tel. Popsgrave 1035-6-7. Telegrams: Spinks, Twickenham. [0568]**CAR MART, Ltd.**1949 Humber Hawk saloon, radio, heater, 6,000 miles; £1,425.—**Car Mart, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [1993]**NEWMAN, Ltd.**

1948 Humber Hawk saloon, black with fawn, excellent condition.

NEWMAN House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7612]**OVERSEA CAR, Ltd.**

1947 Humber Super Snipe saloon, grey, H.M.V. radio; £965.

OVERSEA CAR, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [1925]**H. A. SAUNDERS, Ltd.**

1937 Humber Snipe saloon; £350.

SAUNDERS, Ltd., 144, Golders Green Rd., H.N.W.1. Speedwell 0011. [3061]**TOM GARNER, Ltd.**, offer:

1949 Humber Hawk Mark III saloon, pastel green with brown leather, H.M.V. radio, 13,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [12755]**DICKS CAR SALES** offer:

1946 (Sept.) Humber 18hp Snipe saloon, special export model, choice of three; £795.

DICKS CAR SALES, Ltd., 355-401, High Rd., Kilburn, Middlesex 6888-9. [19392]**GLANFIELD LAWRENCE** offer:

£895.—1946 Humber Super Snipe, black with brown leather upholstery.—407, High Rd., N.12, Finchley 0091. [13372]

1949 Humber Hawk, small mileage, as new.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2031]**WARWICK WRIGHT, Ltd.**, offer:

1949 Humber Hawk 14hp saloon, satin bronze, red leather, 5,000 miles; £1,450.

1949 Humber Super Snipe 27hp saloon, gunmetal grey, radio and heater, 12,000 miles; £1,625.

1948 Humber Super Snipe 27hp saloon, black, brown leather and cloth, 17,000 miles; £1,225.

1948 Humber Snipe 18hp saloon, black, fawn cloth, 11,000 miles; £1,295.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2870]**MANN EGERTON & CO., Ltd.**, offer:

1949 Humber Super Snipe saloon, black with brown hide upholstery, sun roof, H.M.V. radio, heater, etc., 7,000 miles.

BERKELEY ST., LONDON, W.1. Regent 2073.

14.5/36 Humber Pullman, good condition; £345.

KEWICK LTD., Putney, Wandk 3137. [13601]HUMBER 1934 12hp 4-door, sun roof, in very good condition; £155.—**Bowes Park 5898.** [3228]**GORDON CARS (LONDON), Ltd.**—1948 Humber 18hp Snipe, black, exceptional order. Below.**GORDON CARS (LONDON), Ltd.**—1948 Humber Super Snipe saloon, black, excellent condition.—**Gordon House, 373, Euston Rd., N.W.1. Euston 8611.****LIMOUSINE 1948 Pullman**, widest forward occasionals, partition, superb, low mileage. £1340. Also**LIMOUSINE 1946 27hp**, partition, forward seats, exceptional order, private owner. £1055. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941.£350.—1938 16hp Humber saloon.—**Lawton Good-****£525**—1939 Humber 16 sal., black, beige leather upholstery, 5 new tyres, immaculate, complete throughout.**MAKIN & HARRISON (MOTORS)**, 492-6, High Rd., Chiswick, Chiswick 0558/2618. [3259]1949 (August) Humber Hawk saloon, mist green, 6,800 miles; £1,350.—**Wilson, Maltings, South Milford, Yorks.** [2982]1937 Humber Super Snipe sports saloon; £245.—**Crown Garage, Albany St. (adj. barrack), N.W.1. Tel. Euston 6507 and 1520.** [2023]**FOR sale**—Humber Hawk Mark III; just out of covenant—perfect condition, 7050. [3009]apple green; £1,450.—**Tel. Terminus 7050.**1949 Humber Hawk saloon, black/fawn leather, low mileage, original condition throughout; £1,425.—**Odeon Motors, Ltd., 4100.** [2944]**HUMBER Hawk 1949** mist green saloon, very beautiful; exchanges and terms.—**Swanmore Garage, 1176, Christchurch Rd., Bournemouth.** [1062]1940 Humber 27hp, new brakes, body, completely reconditioned throughout, first registered 1948; £1400 or exchange smaller model.—**Todd, Raley, Banbury.** [2777]1949 (July) Humber Hawk, black, 6,000 miles only, fitted radio and heater; £1,385.—**Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185.** [3411]**HUMBER Super Snipe**, delivered Aug. 1949, not used like from June, until Aug. 1950, genuine mileage under 4,000, grey with loose seat covers, perfect condition. Tel. Ole. 2181. [3029]

£777.—1946 model Humber Super Snipe de luxe saloon, immaculate maintained, beautiful condition throughout; 3 months' guarantee, hire purchase, exchanges.

AMUS of Good Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [3510]1947 (November) Humber Super Snipe, one private owner, low mileage, immaculate and in new condition.—**Emmities Service Garage, London Rd., Guildford 5326.** [1766]1938 Humber 18hp limousine, glass winding partition, full 6-seater saloon, immaculate; £375; terms, exchanges.—**Tel. Amburst 2000. Turner, 85, Clarence Rd., London, E.5.** [2558]

1949 Humber Hawk Mark III, satin bronze, red hide, 9,000 miles, new condition; £1,375.

lowest Clark Cashingsworth Park Hotel, Cross-in-**East Sussex. Heathfield 298.** [2778]**NOVEMBER 1946 Humber Super Snipe**, 30,000 miles guaranteed, colour maroon, brown interior; £725.**Collier's Car, 292-303, Lanark Rd., W.9. Tel. Malda Vale 5134, 7853, 3468.** [1822]**SEPT. (1949) Humber Hawk**, satin bronze, red hide, radio, heater, genuine mileage 4,000, fully guaranteed; £1,530, trial anywhere.—**Freemotor Motor Co., Ltd., 10, St. James's Green, 3271.** [2683]£295.—1936 Humber 27hp drop head foursome coupe, magnificent appearance, immaculate condition, similar to later models, bargain.—**Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.** [3577]

1949 (April) Humber Super Snipe de luxe stream-lined saloon, 7,000 miles only, finished grey with leather upholstery to match, one private owner, absolutely as new throughout, taxed December; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [3502]**CAMDEN MOTORS**—Humber 27hp Super Snipe saloon, 1949, superb specimen, black and chrome, all leather upholstery, privately owned and serviced at regular intervals by main distributors since new, exceptional value at £1,395.**CAMDEN MOTORS**—Humber 27hp Pullman limousine, 1949, in condition which can only be described as flawless; the private owner since new; the coachwork of this car suggests that it has been carefully washed and polished after every shower of rain, upholstery is like new face-forward seats appear never to have been used, mechanical condition is equally magnificent, the mileage run is exceptionally small even for a 1949 car; offered at below £600 below its original cost and covered by a special written guarantee; £1,795.**CAMDEN MOTORS**—Humber 27hp Thrupp & Maberley special enclosed limousine, 1938, full eight-seater with face-forward occasionals and winding division; handsomely styled handbuilt bodywork and a typical example of English coachwork at its very best, cellulose original and well maintained, elegant interior furnishings, fittings and accessories, which include heater front and rear, bright and dim reading lamps, smokers' compartment, radio, and many other features of independent means, the mileage run is infinitely less than that of comparable models used for extensive hackney or similar work and in consequence the mechanical condition is quite exceptional for a car of its age; £725.**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds, Tel. 2041 (5 lines); eight other Humber and Birling cars of different makes and 400 cars for the private motorist all in our showrooms ready to drive away at once. Write for post free catalogue. Easy and complete hire-purchase facilities, low cash exchanges. Free delivery. Fares refunded in full to purchasers from any part of the country. [3097]850 gns.—1947 Humber Super Snipe 4-door de luxe sun saloon, black, brown hide upholstery, new carpets, £10 tax, overhauled and in absolutely immaculate condition throughout; deposit £250, balance up to 24 months.—**George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211.** [1939]**Humber Cars Wanted****ROOTS, Ltd.****DISTRIBUTORS.****REQUIRE** modern low-mileage Humber cars.**IRMINGHAM**—Lower Temple St. (Central 9411.)**MANCHESTER**—129, Deansgate. (Blackfriars 6677.)**MAIDSTONE**—(Maidstone 3333.)**CANTERBURY**—(Canterbury 3352.)**ROCHESTER**—(Chatham 2231.)**WROTHAM Heath**—(Borough Green 4.)**ROOTS, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [10106]**ROWLAND SMITH'S**, the Humber buyers.—**Hampstead High St. (Hampstead Tube), Ham. 6041.****ASHT** immediately for good Humber.—**H. F. Edwards, 28, Upper High St., Epsom 9400.** [3315]**URGENTLY** required, post-war Humber Pullman required privately for good Humber.—**H. F. Edwards, 28, Upper High St., Epsom 9400.** [3315]**NEED** post-war Humber immediately.—**Fortune, 17, Asidew Mews, S.W.7. Tulse Hill 1289 (day).** [19709]**REQUIRED** privately, Humber Super Snipe, low mileage.—**Write Atkinson, 24, Wigmore Place, London, W.1.** [3501]**WANTED** privately, Hawk or Snipe, under 15,000 miles.—**Write Angor, 24, Lombard Rd., London, N.W.3.** [9545]**CASH** buyers of low mileage Humber Hawks; dis-**count no object**—**Hattons, Lord St., Southampton.** [0783]**BRITISH & COLONIAL MOTORS, Ltd.**, require good Humber cars.—**Upper St. Martin's Lane, W.C.2. Tel. 2268.** [1978]**BIRMINGHAM** and Midlands.—**Low-mileage Humber** modern cars required by **George Heath, Ltd.**, 180-184, Newall St., Birmingham, and Lower Temple St., Birmingham. [10086]**CRIPPS** of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—**R. Cripps & Co., Ltd., The Humber Distributors, Parkment St., Nottingham, Tel. 46381.** [10543]**CONFIDENTIALLY** I don't want a Princess or a Snipe, but merely the latest Black Humber Hawk; not for resale; private, O.K.; confidential; cash.—**Write or phone Rigby, Rudyard (Saturday, Sunday 237), Staffs, or Manchester Blackfriars 5079, Broughton 1473.** [2179]**Humber Spares and Service****NORTH and Central London.****CATTERMOLES (GARAGES), Ltd.**, for Humber spares, sales and service.—**78-79, Pentonville Rd., N.1. Terminus 1001-7.** [10863]**THE Humber Specialists** for all spares.—**Renting Up and 3637. See advert under parts and accessories.** [8268]**ENGINES** and gear boxes, reconditioned exchange price 1934-48; trade or retail.—**Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690.** [10345]**D. NORMANVILLE** gear box overhauls; spare parts supplied; recommended specialists.—**H. & A. Engineering 35, Grant Rd., Addiscombe, Croydon, Surrey.** [10543]**INVITIA****A.F.N., Ltd.**, offer a number of new Black Prince limousines, chassis, partially completed, for the enthusiast wishing to complete. Falcon Works, London Rd., Isleworth. Hounslow 0011. [3343]**JAGUAR****HENLYS, Ltd.****ENGLAND'S Largest Jaguar Distributors.****SELECTION** of all models at attractive prices.**DEVONSHIRE House**, Piccadilly, W.1. (Grosvenor 2287.)**HENLY House**, 385, Euston Rd., N.W.1. (Euston 2287.)**DEPOTS** at:**MANCHESTER** (Blackfriars 7843).**Bristol** (Bristol 21326).**BOURNEMOUTH** (Bournemouth 6314).**NORTHAMPTON** (Northampton 907).**CAMBERLEY** (Camberley 77).**STREATHAM** (Streatham 7751).**HOUSLOW** (Houslow 3454).**FINCHLEY** (Finchley 0081).**GREAT WEST RD.** (Ealing 3477). Official Jaguar Service Station.**CAMDEN TOWN SERVICE STATION** (Ouliver 4141).**HENLYS, Ltd.**, England's Leading Motor Agents. [00027]**CARR BROS.**, offer:

1948 Jaguar 2½-litre, 10,000 miles only, grey cellulose immaculate, interior beautifully upholstered in red leather and spotlessly new, a perfect specimen; £995.

CARR BROS. GARAGES, Ltd., High St., Purley, Croydon 4811-2-3. [3246]**DICKS CAR SALES**, offer:

1939 Jaguar 1½-litre drop head foursome coupe, excellent condition, average; £525.

DICKS CAR SALES, Ltd., 355-401, High Rd., Kilburn, Middlesex 6888-9. [13293]**LEX GARAGES, Ltd.**, offer:

1949 (May) 3½-litre Jaguar Mark V saloon, run-in metal and red leather, low mileage, as new; £1,850.

LEX GARAGES, Ltd., 2, Lexington St., London, W.1. (100 yds. Piccadilly Circus). Ger. 8600. [33335]

100

1948 Javelin, black/red leather upholstery, one owner, 7,800 miles only, heater, immaculate. Guaranteed. £525.

W. WILKINSON, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (2920)

JOWETT and Javelin main agents, spares and special-use service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). (2791)

MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service, Tel. 1563. (0575)

JOWETT Javelin (Nov. 1949) beige, with heater. Splendid condition; £950; no offers.—H. S. Tweed, Magazine Farm Bungalow, Parsons Hill, Lexden, Colchester, Tel. Colchester 3772. (3169)

£925 golden sand, full de luxe model with leather upholstery and heater, etc., one owner since new, nominal mileage.—See below.

£375—April (1939) Jowett 8hp 4-door de luxe saloon, quite an exceptional motor, cellulose remarkably clean and free from bluish, maroon interior neat and tidy, tip-up little engine, lively but essentially economical, an ideal family car with ample room for 4-5 adults. Fully guaranteed in writing by

CANDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; hire purchase; part exchanges; free delivery. (3089)

1949 (November) Javelin, finished green, 5,000 miles, exactly as new; trade and part exchange enquiries invited. G. P. Morley, Ltd., 54, Stratfordham Hill, S.W.2, Tulse Hill 4488. (3465)

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. (3032)

JACK ROSE, Ltd., offer 1948 (Oct.) Jowett Javelin 4-door saloon, beige colour with radio, red leather upholstery, almost spotless, acceptor, Bradford Rd., Wallington, Surrey, Wallington 6677-8 (4 min. Croydon Aerodrome). (9272)

Jowett Cars Wanted

H. M. BENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. (3990)

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (0945)

RAYMOND WAY the hire-purchase specialists, are still buying Jowett and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6034 (10 lines). (3130)

Jowett Spares and Service

NEWHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newham House, 235-9, Hammer-smith Rd., W.6. Riv. 4646. (0415)

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 306, Erith Rd., Bexleyheath. (0571)

JOWETT-BRADFORD—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.

PROYDON—Godfrey, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon, Cro. 3641. (0463)

ROR full Jowett service and comprehensive range of spares.—Moon Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Weibek 7988). (5247)

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—3, W. Wilkin, Ltd., 1, Weston Park, and 54, Eden St., Kingston 2241-2. (3618)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710. The Jowett specialists and main agents: over 28 years' Jowett experience; spares and service. (0759)

LAGONDA

BROOKLANDS.

LAGONDA distributors for London.

HAVE for show, demonstration and early delivery the new 2.6-litre saloons and coupes; details and catalogues available on request.

1939 beige leather; 12 sports saloon, maroon, 103 New Bond St., London, W.1. Tel. Mayfair 6351-6. (2997)

DICKS CAR SALES, offer:—

1935 Lagonda 4½-litre sports saloon, genuine 90 m.p.h., excellent car; £245.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6986-9. (3289)

AROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6642 (5 lines). (0264)

1934 4½-litre Lagonda 2-door saloon, black, in excellent condition; £500.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560.

4½-litre 4/5-seater drop head V.12 Lagonda, registered 42 1948, dark blue coachwork, beige leather upholstery, 10,000 miles.

OFFERS invited for the above car which has been maintained in first class condition.

ESSRS. GREENWOODS BUILDING INDUSTRIES, Ltd., Salem Works, Leam Rd., Oldham. (3667)

1938 Lagonda saloon V.12 44hp coupe de ville, in extremely good condition, almost like new; £1,295.—Bell, Kingston-on-Thames. (3407)

LAGONDA 16/80 1933 special 2-seater by makers, one previous owner, fitted radio, spot light, twin horns, etc., whole car, tax, taxed; £350.—Foster, Bedmond Manor, Wormshill, nr. Sittingbourne, Kent.

LAGONDA 3-litre (Oct., 1929), stored carefully 11 years, body modernised to open 2+3-seater, black with red upholstery, new wheels, 5 new tyres, new dynamo and new battery, completely rewired, rechromed P100 headlamps, in good order; £250.—Cressey, Long Sutton, Lincs. (3182)

1937 Lagonda 4½-litre coupe, lavender grey with maroon hood, 51,000 miles. Ace discs, radio, just fitted Newton telescopic shock absorbers, a magnificent car in outstanding condition throughout, delivery anywhere; Enfield Benfry Motors, 363 Anlaby Hill, Hull. Tel. Hull 23350. (3180)

1936 4½-litre Lagonda d/head coupe, offered on behalf of client, black with blue interior

owners, 46,000 since complete overhaul by makers three new tyres, two fair, fitted radio; taxed to Dec.; any trial by appointment; £600 or near offer.—Hensley North St., Ashby-Z. Tel. 106. (19676)

DAVIES MOTORS, Ltd. (Managing Director, J. R. Davies), 20 years Service Manager to Lagonda, Ltd., full selection of used Lagonda cars, including a 1936 4½-litre tourer with outside exhaust; 1934 4½-litre 4-door, 5-litre touring; 3-litre saloon; and 4½-litre high chassis coupé, in excellent condition, at £250.

273 London Rd., Staines, Tel. 3457-8, or (private) 273, Walton 1562. (0287)

V.12 Lagonda, one of the two actual works cars built regardless of cost for Le Mans, lapped Brooklands at nearly 140 m.p.h., full weather equipment, absolutely ideal car for Silverstone Club races, etc., expensive rebuild just completed, Brithton speed trial time 32 sec.

—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey, Tel. 2232/3. (3482)

£545—Superb Lagonda 4½-litre sportsman's pillarless saloon, an unbelievable condition for the year 1936; handsomely styled and exclusive coachwork, finished in black and chrome with elegant interior furnishings in elephant grey leather; whole host of special features and refinements including radio, Andre telescopic shock absorbers with separate meters, twin chording horns, Notek, Fram, Kiasa, P.100's, special gauges, in fact very luxury that money can buy, the late owner spared no expense in the matter of upkeep and maintenance, and it is hardly surprising to find that the mechanical condition literally leaves nothing to be desired, ever since the car the way it goes, the way it sounds, the way it looks, has the utmost distinction; a car in a class of its own, this Lagonda must be guaranteed.

—CANDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (3 lines). Write for post-free catalogue; hire purchase; part exchanges; free delivery. (3092)

Lagonda Cars Wanted

D.C.S.

THE Lagonda buyers.

DICKS CAR SALES, 385-401, High Rd., Kilburn, N.W.6. Maids Vale 6986-9. (19727)

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

1938 4½-litre Lagonda 6-cyl d.h. fourseam coupe or saloon.—J. F. Crawley, Western 6015, 2713

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). (0258)

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex, Tel. Feltham 2291. (0936)

DAVIDSON MOTORS (Managing Director, J. E. Davies), 20 years' service manager to Lagonda, Ltd., are concentrating on the servicing and rejuvenation of pre-war Lagondas, and have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with i.f.s.

273 London Rd., Staines, Tel. 3457-8, or (private) 273, Walton 1562. We are open on Saturday mornings. (0217)

GRAMHAM 25hp Custom saloon de luxe, exceptionally good throughout, new in April 1938, but only done 14,000 miles, radio, supercharger, tyre and new 5-100mph in top gear with English carburetors; the car that catches the eye; £635.—Shepperton Supplies Co., Ltd., Walton 2322. (2804)

LANCHESTER

LONDON CARS, offer:—

2 charming Lanchesters, namely, 1939 11hp model, in immaculate condition, mechanically excellent; £435; and 1934 10hp saloon, extremely well preserved and mechanically good; £185.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. (3471)

1949 Lanchester 10, condition as new; £965.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4260. (2333)

STRATSTONE, Ltd., Lanchester specialists, offer:—

1947 Lanchester 10hp saloon, blue with blue leather, excellent condition; £895.—40, Berkeley St., W.1. (Mayfair 4044).

1937 38 Lanchester 14 Roadster de luxe saloon, guaranteed; £320; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7780. (3248)

1939 Lanchester 14hp sports saloon with synchromesh gear box, in first-class condition and has been carefully used, guaranteed for 3 months; £510.

TANKARD & SMITH, Ltd., 226-232, High Rd., Tottenham, Ham. Sta. 3291. (5025)

SPINK BOURNEMOUTH, Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth Tel. 5405. (0545)

Lanchester Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1 Grosvenor. (3483)

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred.

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH immediately for good Lanchester.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. (3328)

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hutton, Lord St., Southport, Tel. 2268.

BRITISH & COLONIAL MOTOR, Ltd., require good Lanchester cars.—Upper St. Martin's Lane, W.C.2 Tem. 3588. (3350)

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (0637)

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

LANCIA

CHIFFSTEAD MOTORS, Ltd.—See Sports Cars column.

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia; only first-class examples are offered.

PRESENT stock includes 2 unique post-war 2nd series 1949 car models, and 1936 model.

1930 one particularly good 1939 de luxe saloon.

FULL details of these and other models on request.

EXCHANGES; deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. (3119)

1939 Lancia Aprilia, moderate mileage, magnificent condition.—For further particulars apply to Gavin Fairfax, Ltd., Virginia Water, Surrey. (3503)

£345 excellent appearance, bodywork, chrome, etc., performance and mechanically very good; many other.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5068/7. Open Mon. to Sat. 9-6 (3rd fl., TRUSCOTT Tube).

J. exceptional prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. (3124)

1939 Lancia Aprilia saloon, grey, red leather, well maintained car, open to any examination; £665.—Petersham Garage, Ltd., Petersham Mews, S.W. 4108. (2586)

LANCIA Astura short chassis, mileage 36,000, colour black, only 2 owners, pillarless saloon by Farrina, recently recellulosed and in excellent condition; £730.

£325—1935 Augusta 12hp standard pillarless saloon, in very genuine and above average condition. See also Lancia Astura available in London. The Alvis People 17 Brook Mews North Craven Rd., Padd. 3952 and 4710. (3525)

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. (0843)

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley St., W.1. Gro. 2563. (2998)

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19 Rus. 2874-5. (0077)

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamo starters, etc., etc.

LEA-FRANCIS

BROOKLANDS.

1948 Lea-Francis sports 2-seater, grey, red leather, speedometer reading 5,000 miles.

103 New Bond St., London, W.1. Tel. Mayfair 6351-6. (2998)

CHARLES POLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1949 Lea-Francis 14hp 6-light streamlined saloon, 1 P.E. black beige leather, one owner, 12,000 miles, carefully maintained and guaranteed; £1,395.

1948 Lea-Francis 14hp 4-door saloon, black, 14,000 miles, maintained by our own service staff; £1,025.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station; 12, Wellesley Ave., W.6. Riv. 4413. (8963)

LEA-FRANCIS 1949 6-light streamlined latest model saloon, silver grey, radio, heater, perfect condition, one owner; £1,400.—Tel. Elgar 6221.

1949 May Lea-Francis 11½-litre special shooting brake, maroon and light oak, radio, very smart; £995.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 0076-8. (1566)

Lea-Francis Cars Wanted

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners who are always

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores: 12, Wellesley Ave., W.6. Riv. 4413. (8963)

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park Rd., Coventry, Tel. 62245-6. (0376)

CHARLES POLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE: 12, Wellesley Ave., W.6. Riv. 4413. (8370)

LINCOLN

£795—Magnificent limousine by Lincoln, genuine millionaire's motor car, cost when new at 1937 Motor Show over £2,300, since had only well-known millionaire owner who even one year ago spent £400 overhauling this vehicle, literally the last word in British cars, the America at absolutely give-away price; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley N.12. Fin. 6221. (3515)

LINCOLN CARS Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln—Wembley 3903. (7019)

LINCOLN-ZEPHYR

LINCOLN-ZEPHYR 1936 37hp 4-door saloon, especially suitable for car hire or hackney carriage work, interior very clean, price reasonable.

C. 24855 Motor Co., Ltd., 620, Great Cambridge Rd., Enfield, Middx. (2803)

LYOYD

399gns—1949 Loyd 650cc roadster, colour mail red with light brown leather upholstery, carefully maintained.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044. Open till 7 p.m. six days a week. (3465)

TANKARD & SMITH, Ltd., offer 1949 Loyd 600cc roadster, in red with beige leather, very small mileage, as new in every way; £425; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Fulham 4601-2-3.

MERCEDES-BENZ

MERCEDES-BENZ 2/250 sports 4-seater, in perfect condition and maintained regardless of cost, any trial; £450.—6, Hawthorn Rd., Warrington, Surrey, W.1. Heath 1041 after 7.30 p.m. (3156)

MERCEDES-BENZ (Gt. Britain), Ltd., offer:—

1939 type 300V. 14hp with Continental steering, black with grey cloth upholstery, low mileage, in excellent condition, first registered July, 1950. Victoria 3715. (12542)

MERCEDES-BENZ razor-edge saloon, Freestone & Webb body, 38.4hp, supercharger and overdrive, first registered 1939, mileage 22,250, 6 new tyres, exceptional car in showroom condition; £1,750.—Box 7115. (2630)

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.—1939 model 320 four-door drop head; 36/220 s/c sports 2-4-seater; 1937 (March) 500K s/c roadster 2-seater; 1937 540K s/c 2-3-seater drop head, immaculate; 1935 540K s/c 2-3-seater drop head, immaculate; all in first class condition, choice of many others and we are also keen buyers. Flaxman 0052 and 7253. (1043)

MERCEDES-BENZ Spares and Service (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. (18530)

SIMPSON MOTORS offer:—

1948 first registered Mercury brougham saloon, 2-door, left-hand drive, radio, heater, seat covers, window washers. (1381)

SIMPSON MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3905 (1381)

COWLEY MOTORS, Ltd., Mercury buyers.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. (2906)

CAR MART, Ltd.

1949 M.G. 1½-litre saloon, radio, 5,000 miles; £1,175. (13452)

1949 M.G. T.C. model 2-seater, 11,000 miles; £765.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. (10966)

1949 M.G. T.C. sports 2-seater, choice of two, 4,000 miles. (10948)

103 New Bond St., London, W.1. Tel. Mayfair 8351-6. (2999)

ELITE MOTORS offer:—

1938 M.O. T.A. 2-seater, black with green interior, mileage only 48,000, excellently maintained. Last owner, condition definitely above the average, very good all-weather equipment and tyres. £399. (2894)

ELITE MOTORS, 951-961, Garratt Lane, Tooting B. Broadway, Tel. Balham 2474, four lines. (2894)

WOODBAIN CARS offer:—

£185—M.G. 8hp J2 open sports 2-seater, in very good sound order throughout, twin carbs, 4 speeds, knock-on wheels, slab tank, etc. etc. (2983)

£185—M.G. 12hp K-type Magnette open 4-seater, British racing green, magnificent lines, runs extremely well. (2983)

DICKS CAR SALES, Ltd., offer:—

1939 M.O. 18hp drop head coupé, very fast and attractive sports car; £475. (3291)

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1939 2-litre M.G. 4-door saloon, S.A. black, recently fitted works reconditioned engine, in exceptionally good condition, complete with H.M.V. radio and two spare wheels; £500.—Sunderland Cabinet Works, Sunderland 57116. (15172)

1947 upholstery, silver wheels, genuine mileage 17,700, in immaculate condition throughout, fitted with H.M.V. radio; price £650.—Shuker & Son (Shrewsbury), Ltd., 2001, Est. 10, Shrewsbury. Tel. 2723 (1662)

365 gns.—M.G. Midget, 1937 model, 10hp T 2-seater, black, red leather, radio, carefully used, excellent condition; taxed, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1387)

1949 (April) M.G. T.C. open 2-seater in green with green leather, one owner, 3,000 miles, as new, £750; 1948 (March) M.G. 1½ saloon, grey and green with green leather, 10,000 miles, perfect; £975.—Rd. Christchurch, Hants. Tel. 1681. (1662)

1939 M.G. 2.6-litre 4-seater tourer, perfect condition throughout, both mechanically and coachwork, a fast, quality car at sensible price, offered on private owner's behalf at £315 in Carlisle only.—Logan's Estate Offices, 37-9, Blackfriars St., Carlisle. Telephone 1466. (1316)

1949 M.G. T.C. sports 2-seater, 2.6 T.C. sports 2-seater, red and chrome, very attractive, unblemished condition throughout, any trial; £695; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms, cash, £25. East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. (1348)

1949 M.G. T.C. sports 2-seater, choice of two, both complete reconditioned, retimed, recollared, reworked and practically indistinguishable from new, one in maroon, brown leather, radio; other jewellicese green, green leather, new tyres and battery; both taxed; £325 each.—Derrington, 159, London Rd., Kingston 5621 and 2. (1348)

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Morgan Spares and Service
repairs.—Basil Roy Ltd., 161, Gt. Portland Rd., Lougham 7753. (0514)

MORGANS—All available spares in stock.—F. H. Douglas, Morgan Specialist in South Wales Rd., Ealing, W.5. Tel. 2970. (10728)

MORRIS MINOR

1949 Morris Minor tourer, 3,000 miles; £775.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (13453)

SAUL & SLATTER, Ltd., offer:—

1949 Morris Minor tourer, black, as new throughout, low mileage; £695.—44-46, Alderman Hill, N.13. Tel. Green 1205/7173. (13126)

1949 Morris Minor tourer, grey with beige upholstery, 5,000 miles; £750. (13141)

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MORRIS 8 1938 saloon, 2-door, black, taxed, new engine; £310—Worthing 6125.
1948 Morris 8, one owner, low mileage, perfect condition; £625: 3 months' guarantee.
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13.
 Lee Green 0254.

1936 Morris 8 4-seater tourer, very reasonable chassis, coachwork good, taxed; £150.
TIMMS MOTORS, Colnet Road, Upper Richmond Rd., S.W.15, Tel. Putney 5594-4.

1946 Morris 8 saloon, black, brown leather upholstery, 21,000 miles, immaculate condition.
MUSTACE WATKINS, Ltd., Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 8181).

£575 (Oct.) Morris 8 saloon, black, brown leather upholstery, low mileage, one careful owner.
MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0556/2619.

1946 Morris 8 4-door saloon, black, brown leather upholstery, one owner; £525—Cranmore, Tel. 2040 Pottery Bar.

1938 (Oct.) Morris 8 2-door saloon; £260—Johnstone Service Garage, 1a, Mildmay Ave., N.1. Canonbury 6666-7-8.

1947 (Sept.) Morris 8 2-door saloon, black, 14,000 miles, excellent condition throughout; £520: no offers.
BARNES 6663.

1939 Morris 8 saloon Series E 2-door, in very good condition; £375: also 1938 Morris 8 saloon, very clean car; £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234, 3569.

CATERHOUSE offer 1948 Morris 8 saloon, black, 8,000 miles; £675. High Cabotage Motors, Ltd., Highgate Village, London, N.6, Mou. 4444.

LONDON BRIDGE MOTORS, Ltd. (Morris dealers), offer the following pre-war Morris 8 cars selected for their outstanding condition:
 Series E 2-door de luxe saloon, blue; £395.

1939 Series E 4-seater tourer, maroon; £350.
1937 4-door saloon, blue/black; £275.

1935 2-door de luxe saloon, blue/black; £225.
LONDON BRIDGE MOTORS, Ltd., Earley, nr. Reading, Berks. Reading 6162.

1938 Morris 8 2-door saloon, black with red leather upholstery; £285—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15, Rodney 2051.

1947 Morris 8 2-door fixed head saloon; £500—John R. Whaley, London Rd., Bishop's Stortford (est. 1922), Tel. 181 and 182.

1936 Morris 8 2-door saloon, black with blue leather upholstery; £218—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15, Rodney 2051.

1935 Morris 8 de luxe saloon, 4 doors, sun roof, in perfect condition, cannot be faulted; £210 or offer.
King Motors, High St., Hounslow, Tel. 3335.

BUTONS, Ltd., offer: 1935 Morris 8 2-door saloon, black, second eng., clutch, etc., crankshaft re-ground, just run in perfect condition, taxed; £375.
14, Oster Mews, Emperor's Gate, S.W.7, Western 1242.

1938 Morris 8 black saloon, perfect condition; £295: h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1, Langham 3635, and 3954.

WALTER SCOTT, Ltd.—1937 Morris 8 de luxe saloon, blue, excellent condition; £245: exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914.

JARVIS & SONS, Ltd., offer: 1948 (Series E) 4-door saloon, green with leather upholstery, well tired and in exceptional condition, guaranteed; £645.—Morris House, Morden Rd., S.W.19, Liberty 4858, 13559.

Morris Eight Cars Wanted
I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16, Tulse Hill 1288 (day).

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance, no object.—Huttons, Lord St., Southampton, Tel. 2268.

RAYMOND WAY, the hire purchase specialists, are still buying Morris 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

MORRIS TEN
COLINDALE offer:—

1947 Morris 10, low mileage, immaculate condition; £695.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9, Tel. Colindale 1225.

WADDINGTON MOTORS, Ltd., offer:—

1936 Morris 10 saloon, taxed, bargain; £250.—Fortune Green Rd., N.W.6, Har. 2211.

1937 Morris 10 de luxe saloon, good condition; £325.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1, Euston 4469.

1948 Morris 10 saloon, black, speedo, 19,000, one owner; £725.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234, 3569.

1939 Morris 10 series M saloon, fitted replacement Morris engine, very clean; £450.—Cranmore, Tel. 2040 Pottery Bar.

1947 July Morris 10hp de luxe saloon, all new, mileage 8,800, as new, one owner; £725.
H. C. Humphreys, Euston 5275.

1939 Morris 10 saloon, very good condition; £395.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3, Ham. 2271, Mai. 1827.

1938 Morris 10, in very good condition throughout, mechanically excellent; £365: 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hammersmith, W.6, Chiswick 2725/3870.

1946 Morris 10, black/brown leather, well maintained; £595.—Peter Bantock Car Sales, 104, High Rd., Chiswick 2725/3870.

1934 Morris 10-6 saloon, black with green leather upholstery, in very clean condition; £185.—Tinkard & Smith, Ltd., 97, Peckham Rd., S.E.15, Rodney 2051.

£45 gns.—Morris 10 (Oct., 1945) de luxe 4-door saloon, black, sliding head, brown leather, re-conditioned engine, new tyres, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

TANKARD & SMITH, Ltd., offer 1948 Morris 10 saloons, choice of 2, both in black with brown leather, moderate mileage only, sunroof, immaculate condition, 3 months' written guarantee; also 200 guaranteed used cars in makes.—199, Kings Rd., S.W.3, Tel. Flaxman 4901-2-3.

£350—1938 Morris 10hp de luxe saloon, black, brown hide, exceptionally clean condition.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6480.

1939 Morris 10 4-door sunshine saloon, black/green leather upholstery, chauffeur maintained, guaranteed; £450.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241.

£395—1939, finished in original dark blue cellulose with leather upholstery to match, good mechanical order, brakes and clutch re-lined, new front springs and all new shock absorbers fitted, steering overhauled, etc.; fully guaranteed in writing by
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue; hire purchase; part exchanges; free delivery.

Morris Ten Cars Wanted
MORRIS 10 saloon, 1939-48.—Gordon Wooderson, 45a, Drevstead Rd., S.W.16, Streatham 8555.

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7, Tulse Hill 2768 (day), 9718.

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance, no object.—Huttons, Lord St., Southampton, Tel. 2268.

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

MORRIS TWELVE
H. A. SAUNDERS, Ltd.

1937 Morris 12 saloon; £325.
H. A. SAUNDERS, Ltd.

1937 Morris 12 saloon; £375.
H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011.

£95—Morris 12hp tourer, new hood, excellent condition, 1931; write.—5, Clensham Court, Sutton, Surrey.

Morris Twelve Cars Wanted
ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

RAYMOND WAY, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

MORRIS FOURTEEN
X Kin. 8333.

1939 Morris 14 saloon, excellent condition throughout; £375.—M.E. Motors, 356, New Cross Rd., London, S.E.4, Tideway 3779.

MORRIS 14 saloon, 1938, Series 3, recellulosed by makers 2 years ago, new tyres, one owner.—Talbot Garage, Ltd., 12, Station Rd., Henley-on-Thames.

£375 gns.—1939 Morris 14 4-door sun saloon, 1935, brown leather, one owner, rear opening locker, first-class condition; £135 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2, Tulse Hill 3211.

£255 gns.—Morris 14 1939 de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

MORRIS TWENTY
BIRMINGHAM—1950 model saloon, green, H.M.V. radio and heater, true total mileage 4,500 only, any car in part exchange.—Hilton Motors, Ltd., 71, Broad St., Birmingham, Midland 2437.

MORRIS TWENTY-FIVE
1937 Morris 25hp saloon, one owner, very good condition; £215.—Reeves Motors, Grand Parade, Forty Lane, Wembley, Arnold 3004.

MORRIS OXFORD
CAR MART, Ltd.

1949 Morris Oxford saloon, 1,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3434.

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford, black/brown, 3,000 miles, as new; 4, Brick St., Park Lane, London, W.1, Grosvenor 4772/3.

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Oxford, green/beige, 7,000 miles, perfect; 4, Brick St., Park Lane, London, W.1, Grosvenor 4772/3.

WARWICK WRIGHT, Ltd., offer:—

1949 Morris Oxford saloon, platinum grey, beige leather, 6,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761.

1949 (June) Morris Oxford saloon, green, perfect order; £950.—Bowman's Garage, Weybridge, (Sept.) Morris Oxford saloon, black, as new; £950.—Grove Motors, North Rd., Southall.

1949 Morris Oxford, heater, loose covers, 2,000 miles; £1,025.—Broadway Motors, 67, High St., Hounslow, Tel. 0175.

CORDON CARS (LONDON), Ltd.—1949 Morris Oxford saloon, black, 7,000 miles;—Gordon House, 373, North Rd., W.1, Weymouth 6611.

1949 Morris Oxford saloon, green, 2,000 miles; £995.—L. F. Dove, Ltd., 111-115 Addison Rd., Croydon, Addiscombe 3068.

1949 Morris Oxford saloon, black with beige upholstery, 8,000 miles, as brand new; £965.—Parsons, Elm Hill, W.1, Mayfair 9761.

1949 Morris Oxford saloon, nominal mileage; £950.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6877/8.

1949 Morris Oxford saloon, 7,000 miles, one private owner, as new; £1,025.—Talbot Garage, Ltd., 12, Station Rd., Henley-on-Thames.

JARVIS & SONS, Ltd., offer: 1949 Morris Oxford 4-door saloon, black, as new; £995.—Mordant House, Morden Rd., S.W.19, Liberty 4858.

1949 Morris Oxford saloon, green, beige upholstery, 11,000 miles, as new, bargain; £925.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127.

Morris Oxford Cars Wanted
C
M THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1, Grosvenor 3434, 9717.

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16, Tulse Hill 1288 (day).

MORRIS SIX
CAR MART, Ltd.

1949 Morris Six saloon, 10,000 miles; £1,165.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212.

TOM GARNER, Ltd., offer:—

1949 Morris Six saloon, black with beige leather, radio, heater, etc., 2,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 5265-6.

SAUL & SLATTER, Ltd., offer:—

1949 Morris Six, black with brown upholstery, 7,000 miles, in immaculate condition throughout; £1,140.

44/46 Aldermans Hill, N.13, Pal. Orn. 1205/7173.

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Six, maroon, beige, 12,000 miles.—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3.

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Six saloon, black with brown leather interior, 600 miles; £1,275.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 100 yds. north of Tally Ho Corner, Hillside 0024.

1949 Morris Six, 8,000 miles, unmarked.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1, Euston 3268.

1949 (Sept.) Morris Six, maroon, 11,000 miles only; £1,085.—John R. Whaley, London Rd., Bishop's Stortford (est. 1922), Tel. 181 and 182.

6000 miles.—1949 (Oct.) Morris Six saloon, maroon.—Ernest Sutton, Cleve Hill, 82 (Cheltenham). (Trade enquiries only please).

1949 Morris Six, maroon, heater, 8,000 miles; trade and part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2, Tulse Hill 4488.

MORRIS MISCELLANEOUS
1949 Morris Minor saloon, green, speedometer 4,600, car as new; £775: also 1939 Morris 8 saloon, Series E 2-door, in very good condition; £375.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Glia. 2234, 3569.

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee. 196, Kings Rd., S.W.3, Tel. Flax 4801-3.

MORRIS cars, 8hp and 10hp, 1947 and 1948 models. In nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich, Tel. Norwich 20541.

Morris Miscellaneous Cars Wanted
R **ROWLAND SMITH'S**, the Morris buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1, Gul. 2767.

CASH immediately for good Morris.—H. F. Edwards, 28, Upper High St., Epsom 9400.

CASH buyers of post-war Morris cars.—C. A. TAYLOR, 22, Court St., W.2, Amb. 4049.

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Huttons, Lord St., Southampton, Tel. 2268.

J. MORRIS dealers, require cars in first-class condition.—PROHIBIT, write before disposing of your Morris car.—Tinkard & Smith, Ltd., 194-198, Kings Rd., S.W.3, Flaxman 4801-2-3.

W—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1, Euston 7751.

LARGEST and quickest spare service in the South of England.—Hewens Garages, Ltd., Reading, Tel. 4436.

FOR Morris mudguards, running boards, 1930-46.—Brooks & 6, Frederick Place, Brighton 21147.

OLDSMOBILE
1937 Oldsmobile saloon, fine order, appearance like new.

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1, Euston 3268.

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey, Tel. Lingfield 430-1.

1936 6-cyl. Oldsmobile saloon in really good order; £335.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey.

1939 Series 70, Oldsmobile saloon, completely overhauled, £250, including re-sleeved engine, radio fitted, wonderful bargain; see list.

WALTON ON-THAMES MOTOR CO., Ltd., Walton, Tel. 2964.

£495—1938 Oldsmobile 8 drop head coupe, good mechanical order.—Traynor Motors, Ltd., Tel. Grange-wood 2630.

1947 Oldsmobile Hydramatic foursome convertible, power hood, radio and heater, low mileage, as new.—Seamour Cecil & Co., 100, Gt. Portland St., W.1, Museum 9692.

1947 Oldsmobile 4-door saloon, first registered in 1948, hydramatic drive, radio, heater, covers, etc., low mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1, Tel. Sloane 3557-6970.

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service, 2, 2a, Lexington St., W.1, Gerrard 8600; Spares Parts: Kensington Place, Campden Hill Rd., W.8 (Park 8611).

Oldsmobile Cars Wanted
COWLEY MOTORS, the Oldsmobile buyers.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex, Tel. Valentine 1066.

195 gns.—Opel Olympia 1937 12hp saloon, black, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

1936 Riley Merlin silver blue saloon, 5hp, mechanically perfect, good appearance. Presale, excellent value, £325.—Manning, 12, Fairway, S.W.20. Liberty 7335. [13159]

1936 order, bodywork recellulosed black and silver and in faultless condition, fitted wheel discs; handsome, fast and reliable car; offered at the remarkably low price of £375; three months' written guarantee.—Chain Garages, Ltd., Hanger Lane, Western Ave., W.5, Perivale 4404-5. [12966]

£545—Riley 16/4 six-light saloon de luxe, registered November 1939, with manual synchromesh gear change and overdrive, handsomely styled coachwork with immaculate cellulose and leather interior, full five-seater body, tip-top engine, powerful, lively but with that degree of essential economy for which this model is noted, extensive mechanical and chassis overhauls carried out recently, brand new tyres and battery, an exceptional car in exceptional condition. **CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue; nine purchase, part exchanges, free delivery. [3102]

Riley Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969]

R **OWLAND SMITH'S**, the Riley buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0983]

C.S.

THE Riley buyers

D **ICKS CAR SALES**, 385-401, High Rd. Kilburn, N.W.6, Maids Vale 6888-9. [5730]

C **UFFINS**, Ltd., are good buyers of post-war Riley cars.—Chapel Rd., Worthing, Tel. 2340. [9856]

R **EGENTLY** required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [3325]

W **ANTED**, privately, 1½, Riley, under 15,000 miles, Write, Anglor, 24, Lyndhurst Rd., London, N.W.3. [3325]

A **SH** buyers of low-mileage 1½-litre Rileys, distance object.—Riley, Lord St., Southampton, Tel. 2269. [3325]

P **RIVATLY**, Riley 3hp saloon, about 1936, must be exceptional condition.—Price and full details, Box 7206. [3433]

B **ITISH & COLONIAL MOTORS**, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [3359]

P **ERFORMANCE CARS**, of Daleham Mews, N.W.2 (Hamstead 1111), wish to purchase for cash all Riley models. [1553]

B **AKES**, Riley distributors, will purchase any non-Covenanter Riley cars.—110, Bold St., Liverpool. Tel. Royal 6622. [7735]

J **ACK ROBE**, Ltd., require low mileage post- and pre-war Riley cars.—Stafford Rd., Wallington, Surrey. Wallington 5677/8. [3266]

A **PROACH** us first before disposing of your Riley car.—Tinkard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Faxman 3608. [3608]

M **TORISTS (LONDON)**, Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7395]

U **RGENTLY** required, 1946-9 1½-2½-litre saloons, Rex Neate, Riley Specialist, Bhamblehurst Lane, Botley, Southampton, Tel. Botley 132. [3620]

U **RGENTLY** required, 1947-9 Riley 1½-litre or 2½-litre saloons.—Gibsons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [6395]

Riley Spares and Service

A **ROOT MOTORS**, Ltd.—Presale, excellent gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238]

B **OOON & PORTER**, Ltd., [0238]

R **ILEY** distributors.—Spares and specialised service.—R. Castelnau, Barnes, S.W.13. Riverside 4444. By Hamersmith Bridge. [0147]

P **ERFORMANCE CARS** for pre-war Riley spares, repairs.—Daleham Mews, N.W.3. Hamstead 1111. [0147]

H **ARTLEY'S** for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246]

W **HEN** in the West consult the RILEY specialists; comprehensive stock of spares and immediate attention.—Fussey Motors, Ltd., 176, Kellaway Ave., Bristol. Tel. 43069. [0254]

J **JAMES (LONDON)**, Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Lakers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092]

R **ILEY** distributors for 29 years.—Comprehensive list of spares; quotation and advice invited, send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. [1258]

ROLLS-ROYCE

P **ROLLS-ROYCE** specialists 40 years. [0246]

1937 30hp Rolls-Royce saloon with division by H. J. Mulliner. [0147]

1935 25hp Rolls-Royce Tickford with division. [0147]

1934 25hp Rolls-Royce sports saloon by Hooper. [0147]

1933 25hp Rolls-Royce saloon with division by Barker. [0147]

1932 25hp Rolls-Royce sports saloon by Hooper. [0147]

1931 (first reg. 1933) 40-50hp Rolls-Royce, originally fitted with full length 4-door, 4-light body by Windover, front original rear section has been modified for carrying goods, colour dark green and black with brown leather upholstery, has been run on 'C' licence. [0147]

P **ADDON BROS.**, Ltd., 60, Cheval Place South Kensington, London, S.W.7. Ken. 9477-8. [1243]

H **AROLD PERRY**, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [19508]

J **ACK BARCLAY**, Ltd., [12-13]

L **ARGEST** Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065]

H **OFFMANN'S GARAGE**, Ltd., [12-13]

H **UDDERSFIELD** Rd., [12-13]

H **ALIFAX**, [12-13]

G **REAT BRITAIN'S** leading specialists in Rolls-Royce and Bentley cars. [12-13]

P **ROUD** members of the Swain Group. [12-13]

N **ATIONAL** motoring organisation. [12-13]

R **OLLS-ROYCE** Phantom III sedan saloon by Windover. Ref. H.570. [12-13]

R **OLLS-ROYCE** Phantom II sports saloon by Barker. Ref. H.4478. [12-13]

R **OLLS-ROYCE** Phantom II 4-light limousine by Windover. Ref. H.5447. [12-13]

R **OLLS-ROYCE** 25-30 sports saloon by Hooper. Ref. H.5835. [12-13]

A **L** cars carry our unique six months' guarantee; please write or phone for details to:—OFFMANN'S GARAGE, Ltd., [12-13]

H **UDDERSFIELD** Rd., [12-13]

H **ALIFAX**, Yorkshire. [12-13]

T **EL**: Halifax 5944. [12-13]

R **IPPOON**, [12-13]

R **IPPOON**, [12-13]

R **IPPOON BROS.**, Ltd., [12-13]

N **ORTHERN** Rolls-Royce specialists since 1905. [12-13]

1948 Silver Wraith 7-seater limousine by Park Ward. [12-13]

1937 Phantom III 7-seater limousine by Rippon. [12-13]

1936 (Nov.) 30hp touring limousine by Rippon. [12-13]

1935 Phantom II drop head coupe by Gurney Nutting. 25hp 4-door sports saloon by Hooper. [12-13]

1934 You can buy with confidence from the largest distributors. [12-13]

R **IPPOON BROS.**, Ltd., Huddersfield 6340 (5 lines). Also Bradford, Leeds and Sheffield. [0905]

R **C** **MORTLAKE**, [12-13]

1936 25hp Rolls-Royce owner-driver sedan, division, one private owner since new, Rolls history, genuine small mileage. [12-13]

1935 25hp Rolls-Royce Park Ward owner-driver sports saloon, division, radio, in superlative order. [12-13]

1937 25-30 razor edged owner-driver saloon, Tharp & Maberly, Rolls history, faultless. [12-13]

R **C** **MORTLAKE**, 253, Kensal Rd., London, W.10. Ladbroke 3155. [1341]

P **ADDON BROS.**, Ltd., [12-13]

R **OLLS-ROYCE** specialists 40 years. [12-13]

P **ICKED** selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet. [12-13]

60, Cheval Place, London, S.W.7. Kensington 9477. [0097]

J **ACK OLDING** of Mayfair. [12-13]

O **FFICIAL** Rolls-Royce and Bentley retailers. [12-13]

O **FFER**:— [12-13]

1939 (May) Wraith razor-edged saloon with div., beige cloth to rear and maroon leather to front, mileage 35,000. [12-13]

1933 20/25 enc. drive limousine by Hooper, black with blue leather front, fawn cloth to rear, mileage 34,000. [12-13]

D **ELIVERY** of new and used cars quoted on application. [12-13]

A **UDLEY** House, [12-13]

N **ORTH AUDLEY** St., W.1. Mayfair 5242. [3053]

H **AROLD RADFORD & Co.**, Ltd., [12-13]

I **NVITE** you to call and inspect their unique selection of Rolls-Royce cars. [12-13]

H **AROLD RADFORD & Co.**, Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [12-13]

M **ASCOT MOTORS**, Ltd., offer the following:— [12-13]

1936 (Nov.) 30hp sports saloon by Young. [12-13]

1935 (Oct.) 25hp sports saloon by Arnold. [12-13]

1935 25hp streamlined fourseater coupe by Barker. [12-13]

1933 (Oct.) T. and M. swept back limousine. [12-13]

1933 40-50hp Windover sports saloon with division. [12-13]

1930 25hp H.J.M. 4-light Weymann saloon. [12-13]

1929 20hp special Park Ward sports saloon. [12-13]

1928 20hp with 1948 super sporting open 2-seater with detachable coupe top. [12-13]

W **E** are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentley with all types of coachwork. [12-13]

M **ASCOT MOTORS**, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [1936]

A **LPE & SAUNDERS** ROLLS-ROYCE Limousine [12-13]

L **IMOUSINES** 1934 25hp partitioned, wide forward occasional, black, exceptional value. £985. [12-13]

L **IMOUSINES** 1935 25hp Hooper, swept tail, widest occasional, immaculate. £1280. [12-13]

L **IMOUSINES** 1936 25hp Thrupp, swept tail, partition, forward occasional, low mileage. £1330. [12-13]

L **IMOUSINES** 1937 50hp Hooper, swept tail, widest occasional, partition, black, superb. £1750. [12-13]

L **IMOUSINES** 1939 Wraith, 50hp Thrupp, partition, forward seats, black, 15,000, delightful condition. [12-13]

L **IMOUSINES** 1935 Phantom II Barker, partition, widest occasional, black, exceptional condition. £1170. [12-13]

L **P** **E & SAUNDERS** always purchase Rolls-Royce, A selected Limousines displayed, Providence Court, North Audley St., Mayfair 2941. [13427]

R **USSELL MOTORS** (KNIGHTSBRIDGE), Ltd., [12-13]

O **FFER** the following:— [12-13]

R **OLLS-ROYCE** 25/30 saloon with division, very pretty car, any trial or examination.—47, Sloane St., S.W.1. Tel. Sloane 9288. [1030]

1937 Rolls-Royce limousine, immaculate, history available. £2,000.—BM/ALKEN, London. [12-13]

P **HANTOM** III sports touring car, probably the finest touring car in existence; best offer over £2,000.—Box 7186. [2801]

R **OLLS-ROYCE** Phantom II limousine, 43hp, black and silver coachwork, elaborately fitted, registered 1935, 50,000 miles. [12-13]

30 hp Rolls-Royce Silver Wraith sportsman's saloon, body by Park Ward, registered 1948 dark and light blue coachwork, 24,000 miles. [12-13]

O **FFERS** invited for these two cars, which have been maintained in first-class condition. [12-13]

M **ESSERS GREENWOODS BUILDING INDUSTRIES**, Ltd., Salem Works Lees Rd., O.dham. [9667]

P **ERFORMANCE CARS**, of Daleham Mews, Belsize Lane, N.W.3 (Ham. 1111), offer with 3 months' written guarantee. [12-13]

1936 Rolls-Royce 26hp close-coupled sports saloon by Mulliner, 76,000 miles, black with brown hide, specimen car, £450; 1937 Rolls-Royce 22hp 1½-litre, absolute immaculate and perfect. £325. [12-13]

1924 Rolls-Royce 22hp chassis, good order. £100. [3550]

A **CHIE SIMONS & Co.**, Ltd.—1935 Rolls-Royce 7-passenger limousine by Mulliner, leather through-out, out, £1,295.—44, Gt. Portland St., W.1. Lan. 1343. [2968]

1935 Rolls-Royce 20/25 sports 4-light saloon with division by Hooper, black with grey leather, first registered 1939, total mileage 48,000. £1,550. [12-13]

R **C** **WIMBUSH**, Ltd., 312 Earls Court Rd., London, S.W.5. Fremantle 8401. [2448]

P **HANTOM** II Rolls-Royce, unused since 1939, fitted with new limousine coachwork, sacrifice £285.—Lawton Goodman, 36, North Audley St., W.1. [2360]

R **OLLS-ROYCE** 25-30 saloon, 1937, magnificent car; exchanges and terms.—Swannmore Garage, 1176, Christiechurch Rd., Boacombe, Tel. Southbourne 1022. [12-13]

1935 Rolls 7-passenger limousine seats facing forward, ward, privately owned, bargain, £950; terms, exchanges.—61, Albert Embankment, S.E.11. [12-13]

1938 Rolls-Royce 25-30 Windover saloon, disappearing division, sloping boot, superb condition, speed 22,000; offers or exchange 25 or Phantom II. [12-13]

1935 Rolls-Royce 25/30 owner driver saloon, with division, attractive body; £1,050.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kent. [1342]

1936 25 Rolls-Royce owner-driver saloon, small 1936 mileage, 2 owners, exceptional condition.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [1736]

L **IMOUSINES**—20/25hp and 25/30hp Hooper limousines, mileages all under 40,000, not ex-hire, from £1,000.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1275]

L **IMOUSINES**—We have two Phantom II and one 25/30 7-seaters, also a 25/30 4-seater type, these vehicles are in first-class condition; for further particulars apply to:— [12-13]

A **THUR MULLINER**, Ltd., Bridge St., Northampton, Tel. 307. [2395]

1932 (Dec.) Phantom II Continental chassis, No. 72MS, black, Barker patent sedan-de-ville, nearly new tyres, company chairman's car; offers to:—Engert, East 1441, or Goldmink 1065. [13116]

R **OLLS-ROYCE** 20/25 limousine (1935) black with cloth to rear, roomy 7-passenger, sunshine roof, excellent condition; £950.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [12974]

1938 Rolls-Royce 25/30, first registered 1933, with 7-passenger limousine body by Arthur Mulliner, Ltd., guaranteed mileage 47,000, privately owned and serviced by Rolls-Royce, Ltd. [12-13]

A **THUR MULLINER**, Ltd., Bridge St., Northampton, Tel. 307. [2392]

R **OLLS-ROYCE** 25hp 1936 4-door owner-driven saloon by Mulliner, black brown hide upholstery, wireless, perfect condition, set of new tyres included. £1,750.—Shaw, Granby Hotel, Harrogate. [9063]

1931 (2) Rolls Phantom II limousines, rebuilt 1947, mounted with new streamline bodies, also hense to match; deferred terms, particulars.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [13470]

1934 Rolls-Royce 25hp owner driver saloon, with division, cream, attractive body, in very good order indeed; £1,350.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [12-13]

R **OLLS-ROYCE** for sale, Phantom II, close-coupled owner-driver sports saloon by Barker in black with brown leather upholstery, perfect mechanical condition maintained by the makers' regular service.—Write Box 7143. [2676]

1936 model Rolls-Royce 25hp 7-passenger Salmons Tickford limousine, i/f. seats, in leather throughout, winding division, car unmarked, £950.—Simms, 19, Bennett Rd., Higher Cramshall, Manchester. [2792]

20 hp Rolls drop head foursome coupe, blue, rebuilt by Southern Motor Co. for last private owner, excellent chassis, new tyres, immaculate coachwork, £975.—Clarke, 75-79, Cadogan Lane, S.W.1. [2351]

1936 (September) Rolls-Royce 25-30 saloon with very attractive shade of blue ash black leather upholstery.—Wards of Putney, 72, West Hill, S.W.15. Vandeyke 1533. [2810]

1938 registered Rolls-Royce Replica 20hp saloon, cream ash black leather, very attractive, with engine and chassis completely overhauled at cost of £300; £1,095.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [13409]

75 model, small mileage, required.—Jones, 71, Harwood Gardens, Sandhurst, Surrey. 19775

CAPPAINS, Ltd., are good buyers of post-war Rover cars.—King St., East Grinstead. Tel. 717. 19854

WANTED, privately, 75 Rover, under 15,000 miles. Write Angus, 10, Grandhurst Rd., London, N.W.3. 19854

WANTED, post-war Rover, must be immaculate.—Wright, 1469, High Rd., Whetstone, London, N.20. 19854

OVER 16 1939/1940 saloon, wanted for cash, must be excellent condition throughout.—Balham 1656, evenings. 19854

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tel. 5588. 19854

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. 19854

LEONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Ruppeway 1285. 19854

LAKES, Rover agents, will purchase any non-Lake Rover car.—110, Bold St., Liverpool. 1. Tel. Royal 6622. 19854

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Halters, Lord St., Southampton. Tel. 2268. 19854

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover, willing to sell.—75, Manningsham Lane, Bradford. Tel. 28827-8. 19854

75 model, 1949, low mileage and in first-class condition.—L. W. J. Cooper, 58, Welford Rd., Sutton Coldfield. Tel. 5201. 19854

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301. 19854

DAVID ROSENFELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5458. 19854

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maide Vale 6244 (10 lines). 19854

Rover Spares and Service

NEW'S GARAGE, Ltd., Kenon Rd., Kenon, Rover main agents, Sandhurst, Surrey. 19775

EIGHT PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. 19854

P. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9, 194043

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Chestham Hill Rd., Manchester. 8. Tel. Blackfriars 2302. 19854

CAR MART, Ltd., SINGER

1947 Singer 9 tourer, 8,000 miles; £575. 19854

1948 Singer Super 10 saloon, 3,000 miles; £795. 19854

1949 Singer 12 saloon, sliding head, 10,000 miles; £850.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. 19854

SINGER DISTRIBUTORS.

1936 Singer Le Mans; £235. 19854

SINGER DISTRIBUTORS.

1947 Singer 10 saloon, 33,000 miles; £595. 19854

SINGER DISTRIBUTORS, 140, Golders Green Rd., N.W.11. Speedwell 0011. 19854

TOM GARNER, Ltd., offer:—

1949 Singer S.M. 1500 saloon, green with beige leather, loose covers, etc., 8,000 miles. 19854

TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2. Blackfriars 9265-6. 19854

CLAND & TABOR, Ltd., offer:—

1948 Singer 10 saloon, black/brown leather, 11,000 miles only, as new throughout; £675. APLY Weylyn 431. 19854

1937 Singer 9 Le Mans speed special, excellent condition; 2750s. serious. 19854

1949 Singer 10 saloon, excellent condition. 19854

1930 Singer 8; £75; taxed.—Perce Rye, 495, Weymouth Rd., S.W.6. Fulham 5643. 19854

GATEHOUSE offer: 1938 Singer 10 saloon; £325.—

1949 Singer 1500 saloon, many extras, 9,000 miles; £375.—Singer Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. 19854

1947 Singer 10 saloon, superb order; £595.—Smith & Hunter, Ltd., 376 Kensington High St., London, W.14. Tel. Western 2312. 19854

1940 Singer Super 10 4-door de luxe saloon, black, unrepeatable bargain; £265.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. 19854

1948 Singer 10hp saloon, low mileage, maroon. £250; exchanges and hire purchase arrangements.—Golly's Garage, Ltd., Earl's Court Rd., S.W.5. Fro-bisher 0063. 19854

1949 Singer SM1500 saloon, finished in beige, lined, faux leather upholstery, under 5,000 miles, condition every bit as good as new.—Worthing Motor Co., Broadwater Rd., Worthing. 12779

1935 model 2-seater, complete overhaul, new crankshaft, resealed to standard; £275.—Adeoni, 129, Camden Rd., N.W.1. Gul. 2958. 19854

1939 Singer Super 10 de luxe saloon, black with blue leather upholstery; this motor is in immaculate condition throughout; £395.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. 19854

395 gns.—Singer 9 (May) 1939 sports 4-seater Roadster, light blue, blue leather, new hood and tonneau cover, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 19854

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 19854

RAYMOND WAY, the hire-purchase specialists, are still buying Singer cars, have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maide Vale 6044 (10 lines). 19854

Singer Spares and Service

AUTOMENDERS are specialists in Singer service and overhauls.—Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. 19854

GORDON CARS (LONDON), Ltd., the London Singer Distributors for spares, repairs and service.—38, Albion Lane, Golders Green, N.W.11. Speedwell 4701-2

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glcs. Motors, 8, Berkeley Square, Bristol. 8. Tel. 22514. 19854

SPORTS CARS

BLAKES,

THE Northern Sport and RACING Car Specialists.

BUY and sell racing and sports cars of all types. Specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. Grams: Autocar, Liverpool. 19854

MERCURY offer:—

1939 Morgan 1100cc Le Mans replica 2-seater, resprayed British racing green, new hood and tonneau, magneto ignition, outside exhausts, rev. counter, 16in and 17in wheels, terrifically fast; £375. Also 19854

1934-5 P. type M.G. open 4-seater, resprayed metallic blue, reupholstered and hooded, rechromed, super specien; £245. Also 19854

1930 O.M. 2-litre supercharged ohv short chassis 2/4-seater, dual ignition, full instrument panel, gold-plated screen, finished in Alfa red, capable of over 80mph; £235. Also 19854

1934 Riley 9 Ascot drop head coupe 2-seater, crash box, Rudge wheels, new hood, excellent running; £165. Also 19854

TERMS or exchanges with pleasure.

MERCURY MOTORS, 363, Northolt Rd., South Harrow, Byroad 305. 19854

CHARACTER CARS.

OFFER a selection of vintage and sports cars, 2- and 4-seaters, in far above average condition. Please telephone for details of current stock.

CELLULOSING service par excellence, expert, honest and inexpensive workmanship; immediate quotation a pleasure.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be statutorily received and acted upon immediately.

CHARACTER CARS, 124-126, Haydon's Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. 19854

CONTINENTAL CARS

OFFER

ALFA-ROMEO 1,500cc, s/c; £415

CONNAUGHT 1,767cc open 2-seater, fast, road trim; £1,000.

CONNAUGHT 1,767cc 2-seater, successful works car; £1,150.

MASERATI 2.9 Monoposto, ex-Bira; offers.

MASERATI 2.9 Monoposto, ex-Years; offers.

PORTSMOUTH Rd., Send, Surrey. Ripley 3122. 19854

H. A. SAUNDERS, Ltd.

V8 C.M. Special, first registered Feb., 1949, Mercury engine, 4-speed gear box, telecontrol & absorbers, finished blue; £355. 19854

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. 19854

B. & G. MOTORS offer:—

£265—Triumph 16hp Monte Carlo open sports 4-seater, sleeved to standard, new pistons, new bearings, valves, guides, etc., new hood and tonneau cover, new 12v battery and resealed this month; bills available for about £100. 19854

£245—Lagonda 2-litre 12.8hp open speed model 4-seater, racing green, metal not fabric body, 1100 lamps, cycle guards, etc., etc. 19854

£215—Austin 10-4 special sports 4-seater, a really nice sports car, deal for lady or anyone who prefers economy, reliability and beauty of line to out-and-out speed, Knockon wheels, fold-flat screen, raised cowls, etc. 19854

£205—Woolley-Horne Daytonas 12hp open sports 2-seater, 12-seater, red and chromium, excellent hood and screens, engine being completely overhauled this week, including rebore, new pistons, etc., only wants seeing. 19854

£145—Alvis 12.60 beetle back open sports 2-seater, steel body, blue, excellent engine, sound, reliable car, fold-flat screen, etc. 19854

MANY others.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. 19854

ROWLAND SMITH'S for sports cars.

495 gns.—Jaguar 100 1939 3 1/2-litre super sports 2-seater, bronze with red leather, outside exhaust, bronze cylinder head, 21in main and standard and racing screens, new hood, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, below: 19854

265 gns.—S.S.90 1935 (registered 1937) 20hp super sports 2-seater, gunmetal, red wheels, leather upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. 19854

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £500.

5% discount for cash customers.

CARS and motor cycles wanted in part exchange

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maide Vale 6044 (10 lines). 19854

T.A. Midget in exceptional condition mechanically, very smart, new hood and tyres; £285.—6, Portobello Mews, W.11. Park 9050. 19854

ANTHONY CROOK offers: Two post-war Frazer A. Nashs, also Healey, Frazer Nash-B.M.W., Lagonda. See adverts under Classified sections.—Anthony Crook, Caterham Hill, Surrey. 19854

SPEEDSTERS, Ltd.—The best conditioned sporting car in the country.

SPEEDSTERS, Ltd.—M.G. 750cc supercharged T.T. Replica, special overhead camshaft high compression competition engine, big port head, large draught S.U. carb, full T.T. equipment, supplementary oil tanks, 20-gallon slab petrol tank, hydro telescopic, 6in rev. counter, brakes adjustable while driving, 2-seater T.T. body, external exhaust, full road equipment, resealed black red, red high 5 new tyres, straight tooth E.N.V. racing gear box, deflector scuttle, block bored, sleeved, new Martlets, valve seats recut, hand-lubed valves, high tensile crankshaft reground, new mains, lag end, a hand-made toolroom job in really potent condition. 19854

SPEEDSTERS, Ltd.—Bentley opportunity: Speed 6 with modernised fixed head fouroune coupe body, engine completely rebuilt, costing £178, whole chassis and transmission dismantled and reconditioned, coachwork reconditioned, new trimming, new carpets, resealed black vinyl grey, perfect specimen of Bentley's finest achievement. 19854

SPEEDSTERS, Ltd.—Offices at Old Straddles, Cross Oak Lane, Salford, nr. Redhill, Surrey. 19854

1175—Ford V.8 engined short chassis Riley 2-seater, run in fully road equipped, further details: Box 7185. 19854

PERFORMANCE CARS, the sports car specialists, of 21, Daleham Mews, Belisle Lane, N.W.3 (Hampstead 111), offer with 3 months' written guarantee:—

1932 Aston Martin 12hp 4-seater Le Mans, £295; 1934 Lagonda 4 1/2-litre pillarless saloon, £265; 1936 Lagonda 10hp Rapier tourer, £325; 1936 Ford V.8 50hp cabriolet, outstanding, £225; 1936 Morgan 4/4 10hp 2-seater, £265; 1937 A.C. 2-litre 16/80 competition 2-seater, £435; 1937 Renault 18hp 4-seater head fouroune, £185; Standard 931 10hp Avon Special fixed head 2-seater coupe, £100; 1930 Lea-Francis 12hp saloon, £110; 1931 Sunbeam 18hp 4-seater fixed head coupe, £95; 1930 Sunbeam 20hp 4-seater tourer, £65; 1930 Morris Oxford 14hp 2-seater with dickey, £55; 1925 Morris Cowley 12hp 4-seater tourer (bull nose), £125; 1930 Singer 2-seater with dickey. See also under M.G., Riley and Rolls-Royce. Immediate and insurance on all cars; R.A.C. and A.A. inspection welcomed. 19854

1750 Alfa-Romeo supercharged 4-str., small 4-cyl. age since overhaul by Thompson & Taylor; the right car for an enthusiast.—Cooke & Co., Oxtow. 19854

£700—H.R.G. 1 1/2-litre Special Meadows, Bremner and Delingpole, exceptionally fast and famous car, all history and bills, etc., available.—Fraser Nash, 322 G.P. of new, Fiat 1500 saloon, 1938; Craven Rd., Edd. 3952 and 4710. 19854

RICHARDS & BROWN offer: Bentley 4 1/2-litre 2.3V 2-seater, exceptional condition and performance, £395; Frazer Nash 1 1/2-litre Boulogne Vitesse rebuilt sports 2-seater, 50mph, £225; Bugatti 3.3-litre 2-seater, rebuilt, £495; part exchanges; good cars bought for cash; full details please.—2, Ringers Rd., Bromley, Kent. Vauxhall 7467. 19854

CHIPSTEAD MOTORS, Ltd Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.—Bugatti, 1934 works, type 2.3 G.P., as new, Fiat 1500 saloon, 1938; Fiat 1500 streamlined coupe, April, 1938; Lancia April, November, 1938; Lancia Astura Farina streamlined saloon, as new; Mercedes (see our Mercedes advert.); Talbot 110, 5-mike Couper record car, completely rebuilt. Flaxman 7052. 19854

J. H. BARTLETT offers: Alfa-Romeo 17/50 2-str., £575; Frazer Nash-B.M.W. 527 coupe, £875; Frazer Nash-B.M.W. special 328 2-seater, £875; Delahaye sports saloon, £925; Hotchkiss sports saloon, £840; Silverstone, choice of two: Healey sports tourer, £1,050; M.G. 1946/47, registered only 9 months, £595; Talbot, 1938, 1500hp team car, £495; Invicta 1000 4-str., £595; and many others.—27a, Pembroke Villas, W.11. Bayswater 0523. 19854

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 19854

PERFORMANCE CARS, of Daleham Mews, Belisle Lane, N.W.3 (Ham. 1111), buy sports cars and nothing else. 19854

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. 19854

£225—12hp S.S. sports saloon, beautifully maintained. 19854

WADCOLE MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. 19854

£165—1935 S.S. 16hp Airline sports saloon, 180-184, West End Lane, N.W.6. Hampstead 6490. 19854

£235—S.S.1 drop head coupe, fitted with 20hp engine, engine attractively finished in steel grey, engine and chassis 100% perfect, bodywork and hood very good.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. 19854

S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 19854

STANDARD 8

BROWNS for Standards.

1947 Standard 8hp four-seater tourer, low mileage, immaculate condition; £465.—Browns Garage, Loughborough (Fax) 4119 (Tube). 19854

STARNES MOTORS offer:—

£475—Standard 8 tourer, first registered June, 1947-1948, in excellent order throughout, total mileage 2,970, one owner. 19854

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Tel. Gl. 2480. 19854

LAYTONS OF OXFORD offer:—

£525—1947 Standard 8hp saloon, finished in grey condition throughout; terms over 24 months over required. 19854

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford, Tel. 331. 19854

1947 Standard 8 drop head coupe, exceptional condition; £535. 19854

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. 19854

269 gns.—1940 Standard 8 tourer, superb condition. 19854

1509.—Autospins, 5, Balham High Rd., Balham 1509. 19854

1947 (May) Standard 8 tourer, black, 11,000 miles. 19854

W.C.2. Temple Bar 3338. 19854

1947 Standard 8hp touring, in excellent condition throughout, paintwork in black and absolutely unmarked; £440.

JACK WILLIAMS MOTORS Ltd. 169, Priory Rd., Hove, Brighton, BN1 3JH. Tel. 3777.

1947 Standard 8 saloon, grey, low mileage; £495; also 1946 Standard 8 drop head coupe, black, fine condition; £465.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (3565)

1948 Standard 8 saloon, grey, blue interior; £495. Garage Service Co., Hoop Lane, Solihull, Green, N.W.11. Speedwell 3408.

1945 Standard 8 saloon, very nice order; £415. Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (5297)

1946 Standard 8hp saloon, taxed, excellent condition throughout; £465. Albery & Bernard, Ltd., 272, King's Rd., E.C.5. W.5. Tel. 7545. (2954)

1946 (Nov.) Standard 8 saloon, low mileage as new throughout; £450. Seymour Cecil & Co., 100, Gt. Portland St., W.1. Museum 9692. (3565)

1947 Standard 8 saloon, very attractive car; £495. M.B. Motors, 539, New Cross Rd., London, S.E.4. Tideway 5779.

1948 Standard 8hp drop head coupe, grey, all new, fitted radio, 21,000 miles, taxed; £485. Dalston Motors, 517, Kingsland Rd., London, E.9. Clissold 4943.

1948 Standard 8 saloon, finished buff, brown leather, as new. Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146.

WALLACE SCOTT, Ltd., 1947 Standard 8 coupe, black, exceptional condition; £475; exchange. 59, Colindale Crescent, Hampstead, N.W.3. (Squire Cottage Tube). Tel. 5914.

1946 (June) Standard 8hp de luxe saloon, black, brown leather, moderate mileage, very sound and in nice condition; £450. K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841.

1945 gns.—Standard 8 (Aug., 1946) foursome drop head coupe, black leather, good tyres, one careful owner, excellent condition; terms, exchanges; list open 9-7 week-days and Saturdays. Rowland Smith, Hampstead (Hampstead Tube). Hamstead 6041.

1946 Standard 8hp saloon, grey, blue leather, one careful owner, regularly serviced by main dealer, and in superior condition throughout, 5 new Dunlops just fitted; £475; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westborough Grove, W.11. Bay, 4274.

NAYLOR & ROOT, Ltd., 1947 Standard 8 saloon, black, (aww) upholstery, one very careful owner, any trial, £465; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available—25. East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday.

TANKARD & SMITH, Ltd., offer 1947 Standard 8 saloon in black with brown leather, mileage under 20,000, very clean, drop head coupe choice of three 1946 saloons in fine condition, from £445; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. (2765)

H. A. SAUNDERS, Ltd.

1939 Standard 9 saloon; £325.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., H.N.W.11. Speedwell 0011.

C. P. (BALHAM), Ltd., offer:—

1965 gns.—1934/5 Standard 9 de luxe saloon, original coachwork, interior condition immaculate; genuine bargain.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107/8/9.

1936 Standard 9, 2500 cc, excellent condition; £215; terms arranged.—Elm Garage, Elm Grove, Wimbledon, S.W.19.

1936 Standard 9 de luxe saloon, nice condition; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (3585)

STANDARD 10

BROWN'S for Standards.

1939 Standard 10hp saloon de luxe, reconditioned engine, immaculate condition; £425.—Brown's Garage, Loughton (Essex) 4119 (Tube). (2946)

G. P. (BALHAM), Ltd., offer:—

325 gns.—1939 Standard 10 4-door de luxe saloon, reconditioned throughout, any trial.—Balham Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9.

STANDARD 10 saloon 1934, very good condition. £150.—Paddington 9676.

395 gns.—1939 Standard 10 sal., black, recent overhaul costing £140, in exceptional condition throughout.

M. KIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558/2619. (3254)

1938-9 Standard Flying 10 de luxe saloon, immaculate condition, guaranteed; £290; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519.

1939 Standard 10 4-door saloon, black, in very good condition throughout, bargain; £350.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

225 gns.—Standard Flying 10/12 1937 model de luxe 4-door saloon, black, sliding head, blue leather, very good condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (3592)

STANDARD 12

BROWN'S for Standards.

1948 Standard 12hp drop head foursome coupe, immaculate condition; £765.—Brown's Garage, Loughton (Essex) 4119 (Tube). (2946)

STANDARD 12hp saloon (1935), original cellulose, black, good mechanically; £210.—Worthing 6123.

1946 Standard 12 in excellent condition, 35,000 miles; £625.—Avery, Elbroad St., Bristol 2.

185 gns.—1937 Standard Flying 12 saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1501.

1947 Standard 12 de luxe saloon, carefully used car, bargain; £675.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723.

435 makers' reconditioned engine, 5 very good tyres, radio, immaculate condition throughout.

M. KIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558/2619. (3257)

1938 Standard 12 saloon, black, in excellent condition throughout, bargain; £325.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

1939 Standard super modern 12 saloon, in unblemished original condition, 1 titled owner; £465.—Moore, 5, Murray Mews, N.W.1. Gulliver 2417.

1948 Standard 12 4-door saloon, immaculate, one owner; accept £765.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8.

365 gns.—1939 Standard Super 12 de luxe saloon, black, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000.

DOUGLAS CAR SALES, Enfield, Great Cambridge Rd. (opposite Half-way House), Enfield 5150. Stamford Hill 7352.

STANDARD 14

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Standard 14hp drop head coupe, colour black, red leather interior, mileage 9,900, fitted with H.M.V. radio, Notek spot lamp, taxed, beautiful condition; £875.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

SIMPSON'S MOTORS offer:—

1948 model Standard 14 saloon, moderate mileage, exceptionally clean.

SIMPSON'S MOTORS, Wembley 3903. (1182)

1948 Standard 14, grey with blue leather, low mileage, in excellent condition; £735.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (2923)

ARCHIE SIMONS & Co., Ltd.—1938 Standard 14 saloon; £345.—94, Gt. Portland St., W.1. Len 1343. (2969)

L. F. DOVE offer 1948 Standard 14 saloon, one owner, maintained by us since new; £765.—69, Broadway, Wimbeldon, S.W.19. Liberty 3456. (2468)

1947 Standard 14 saloon, low mileage, very good condition throughout; also 1946 model Standard 14 saloon, leather interior, recommended.

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (3567)

1947 (Oct.) Standard 14 saloon, grey, blue leather, 11,000 miles, unitary, tax, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 23

STUDEBAKER

GATEHOUSE offer 1948 Studebaker fourseater drop head coupe, r.h. steering, one owner. £2,450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444.

1946 Studebaker Champion 22hp 1174 (August) 4-door saloon, heater, de-froster, overdrive, taxed year, 25 mpg, splendid car, accept. £875.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester, 8.

GORDON CARS (LONDON), Ltd., 1949 (1950 Series) Studebaker, Commander Regal, convertible fourseater coupe, r.h. drive, grey, leather, overdrive, radio, etc., 1800 miles only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3048]

Studebaker Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903.

SUNBEAM

£295.—1935 20hp full 5-seater saloon, one owner only since new, blue, in magnificent condition throughout, engine bargain.—Hutton Motors, Ltd., 71, Broad St., Birmingham, Midland 2437. [3016]

SUNBEAM-TALBOT

CAR MART, Ltd.
1947 Sunbeam-Talbot 10 tourer, 8,000 miles; £855.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [3443]

DICKS CAR SALES, offer:—

1947 Sunbeam-Talbot saloon, positively unmarked; £950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2612]

TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, green with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. [2759]

WARRICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, radio and heater, 11,000 miles; £1,395.

1949 Sunbeam-Talbot 80 saloon, silver green, buff leather; 13,900 miles; radio, 11,000 miles; £1,395.

1949 Sunbeam-Talbot 90 saloon, black, buff leather, radio and heater, 11,000 miles; £1,395.

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 4,000 miles; £1,395.

1949 Sunbeam-Talbot 80 saloon, satin bronze, red leather, 1,000 miles; £1,375.

WARRICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3542]

GUY SALMON AUTOMOBILES, Ltd., offers:—

1949 (Sept.) Sunbeam-Talbot 90 saloon, 7,000 miles, spare unused; £1,395.—Portsmouth Rd., Thames Ditton. Embrook 5551-2-3. [3277]

GORDON CARS (LONDON), Ltd., 1949 Sunbeam-Talbot 90 saloon, black, 12,000 miles; below.

GORDON CARS (LONDON), Ltd., 1949 Sunbeam-Talbot 90 saloon, black, 12,000 miles; below.

GORDON CARS (LONDON), Ltd., 1949 Sunbeam-Talbot 10hp saloon, grey, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3047]

1948 Sunbeam-Talbot 10hp saloon, grey, one owner, gunmetal; £775.—Grove Motors, North Rd., Southall 3477. [2910]

1947 Sunbeam-Talbot 10, in first-class condition, bonnet, radio, 12v dynamo, low mileage; £875; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., J. Hornsey, Mountview 5222 and 5774.

1948 Sunbeam-Talbot 4-litre saloon, one owner, immaculate; £895.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2111.

1939 overhaul, sound throughout, unrepeatable bargain; £450.—A.Z. Motors, Palmerston Rd., N.W.6. Mal 4723. [2912]

8600 miles.—1948 (Nov. '47) 2-litre Sunbeam-Talbot saloon, one owner, black with beige upholstery; £385.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [2912]

1949 Sunbeam-Talbot 80 saloon, bronze with red leather upholstery, fitted heater, one owner, immaculate condition; £1,125.—R. C. Fremantle 6401.

319 Earls Court Rd., London, S.W.5. [3002]

CAMDEN MOTORS, Sunbeam-Talbot 2-litre 14hp fourseater drop head coupe, 1940, a real sparkler, beautifully finished latest shade of metallic maroon with upholstery and brand new hood to match, flawless chrome fittings and accessories; one of the very few to be produced and the actual prototype of the fitted 1948 model; tip-top mechanical order, having been extensively overhauled and serviced by distributors, fitted radio, twin horns, twin sparklights, de-misters, special under-bonnet inspection lamp and every luxury that money can buy; £595.

CAMDEN MOTORS, Sunbeam-Talbot 2-litre 14hp sports saloon, 1947, one titled owner since new, immaculately maintained, nominal mileage; £845.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon, 1940, one very fussy owner since new, attractive metallic grey finish with grey leather, moderate mileage; £595.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon, 1939, fitted works reconditioned engine July, 1950; approx. 5,000 miles run since, exceptional order throughout; £550.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon, 1939, similar to above model, metallic bronze finish, similar to above model, no more available as the majority of our models, outstanding runner; £495.

CAMDEN MOTORS, Sunbeam-Talbot 10hp sports saloon, 1948, black, lawn interior, exceptional condition throughout; £795.

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 10 others in stock, also 34 cars of other makes actually in our showrooms ready to drive away at once; write for post free catalogue; easy and confidential hire purchase facilities; part exchanges; free delivery; fares refunded in full to purchasers from any part of the country.

Sunbeam-Talbot Cars Wanted

R. ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Ham. 6041.

CASH buyers of low-mileage Sunbeam-Talbot 10 and 2-litre; distance no object.—Huttons, Lord St. Southport. Tel. 2268.

CRIFFS, of Nottingham, urgently require all recent models, Sunbeam-Talbot cars.—R. G. Criffs & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46391. [30462]

ROOTS

DISTRIBUTORS

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

CHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTS, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401.

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089]

TALBOT

SCUDDER & WALL offer:—

TALBOT 105 airline sports saloon, magnificent condition throughout, 1937 but looks 1947, maroon and chrome with red leather upholstery; £395; part exchanges welcomed.—33, Mayfield Lane, Wigmor St., London, W.1. Welbeck 8065. [7969]

DICKS CAR SALES offer:—

1938 Talbot 10 saloon, very attractive car, good performance; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3292]

£365.—Talbot 10 1938 drop head coupe, good hood, excellent interior and appearance; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yards Holland Park Rd.).

1936 Talbot 10 pillarless saloon, mechanical perfect, new carburettor, tyres and spotlamps, etc., 22, Waterlooside 5376. [3052]

TALBOT 14hp saloon, black, new carburettor, battery, brakes reined, dynamometer reconditioned, body, engine, tyres good; £150, or offer.—22, Housgount Ave., Liverpool, 22. [3224]

1934 Talbot 95 saloon, black, green leather, total 46,000 miles; 46,000 paintwork and interior immaculate, mechanically 100%, new Fort tyres and batteries; car for connoisseurs; £375.—Campbell Symonds, Wembley 6262. [2965]

325 gns.—Talbot, 1938, 3-litre de luxe 4-door saloon, black, sliding head, grey leather, wheel discs, very good condition, taxed, terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [3395]

36/37 engine, reground crank, new mains and big-ends, rebored, not yet run in, all necessary parts re-chromed, has been advertised's personal car for 3 years; £500.—Richard Reed, Coachbuilders, Poplar Rd., Dorrington, Birmingham. Tel. Knowle 2697. [3231]

TALBOT 75 4-door Darracq sports saloon, 18hp 2.3-litre, mechanics and body overhauls by well-known firm this year, fitted with 24v starter, new Lavas Girling shockers, oil gauge, radiator-thermometer, hand-controlled radiator shutters, many extras; spares, including gearbox, 12v dynamo, 12-24v dynamo, Rudge hubs, 12 wheels, 3 good tyres and many bits; this car has been maintained in excellent order regardless of expense (accounts produced) and has been very little used; for sale in one lot only; £350 or near offer.—Graham C. Dix, 58, Coleshill Rd., Birmingham, 8. [2961]

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0691]

CASH immediately for good Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [3330]

TRIA

1939 convertible 12hp top four, all independent, rack steering, completely rebuilt, immaculate; £265.—30, Leigham Vale, S.W.16. [2669]

BROOKLANDS.

1949 Triumph 2000 Roadster coupe, polychromatic green, red leather, fitted radio, small mileage.

1948 Triumph 1800 Roadster coupe, grey, blue leather, small mileage.

103 New Bond St., London, W.1. Tel. Mayfair 3002.

CAR MART Ltd.

1949 Triumph 2000 Roadster, 5,000 miles; £1,125.

1948 Triumph 1800 saloon, 12,000 miles; £1,125.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [3450]

NEWNHAMS, Ltd.

1949 Triumph 2000 roadster, green, with red fitted radio; £395.

1949 Triumph 2000 razor-edge saloon, black with lawn, very carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Tel. 4466. [18764]

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 roadster, gunmetal with red leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. [2757]

Blackfriars 3263-6.

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 2000 saloon, black with grey leather interior, H.M.V. push-button radio, heater, 6,000 miles; £1,365.

H. A. SAUNDERS, Ltd., Austin House, High Rd., H. North Finchley, (100 yds. north of Tally Ho Corner), Hildes 0284. [3142]

G. F. BALHAM, Ltd., offer:—

275 gns.—1937 Triumph Gloria 15.5hp 4-door de luxe saloon, in original coachwork, exceptional bargain.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [1020]

CLAND & TABOR, Ltd., offer:—

1938 Triumph 2-litre Dolomite saloon, blue/brown leather, beautiful condition, good 25 mpg; £425.

PLY Welwyn 481. [1541]

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 7,000 miles; £1,395.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [2060]

S. G. SMITH (MOTORS), Ltd., offer:—

1948 Triumph 1800 Roadster, 15,000 miles only, very good condition, very clean indeed; £875; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22, New Cross 4444. [2566]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 model, 12,000 miles, immaculate; £1,025.—Portsmouth Rd., Thames Ditton. Embrook 5551-2-3. [3275]

GORDON CARS (LONDON), Ltd., 1949 Triumph 2000 Roadster, grey, 10,000 miles; below.

GORDON CARS (LONDON), Ltd., 1948 Triumph 1800 saloon, black, 8,000 miles; below.

GORDON CARS (LONDON), Ltd., 1946 Triumph 1800 saloon, black, exceptional throughout.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [3051]

1948 Triumph 1800 Roadster, nominal mileage, one owner; £875; 5 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [3362]

1949 Triumph 2000 R.E. saloon, gunmetal, grey leather, radio, heater, 4,000 miles; choice of two.—Below.

1949 Triumph 2000 Roadster, black, green leather, 6,000 miles, "unused", one owner.—Ripco, Ltd., 16, Albermarle St., Mayfair, W.1. Regent 2952-4. [3150]

1949 (July) Triumph 2000 saloon, grey with grey leather, low mileage, 1950 modifications fitted; £1,195.

J. R. INWARDS, Ltd., High St., Ruislip. Ruislip 3333-5.

1939 Triumph roadster, mechanically sound, excellent condition throughout, extremely attractive car; £450.—Box 7163.

1939 Triumph 2-litre sports saloon, black brown leather upholstery, radio, excellent condition throughout; guaranteed £475.

G. Kin. 2241.

1948 December Triumph R/E saloon, gunmetal grey, radio, heater, twin spot lamps, low mileage, beautiful car; £1,100.

G. & R. GARAGE, Ltd., 35, Victoria Rd., Surbiton, Elmbridge 4383. [3496]

1946 (Nov.) Triumph 1800 Roadster, nominal mileage, as new throughout.—Beardmore, 26, Queensway, W.2. Bay. 0136. [1937]

£425.—1938 Triumph Dolomite sportsman saloon, black, blue hide upholstery, 5 very good tyres, in showroom condition.

M. KIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Chiswick 0558/2619. [3255]

1949 2000 Triumph saloon, colour metallic paintwork; £785.—Woking 1228. [1186]

1949 Triumph Roadster 2000 model, as new; £1,050.—Park Garage (Moseley), Ltd., Hampton Court Way, Moseley. Tel. 4371. [2067]

1949 Triumph 2000 saloon, metallic grey, 11,000 miles; £1,165.—Park Garage (Moseley), Ltd., Hampton Court Way, Moseley. Tel. 4371. [2877]

1949 Triumph 2000 Roadster, black, red leather, 14,000 miles; taxed; £885.—Holbrook Motor Co., Ltd., Hill Rise, Richmond, Surrey. Tel. Ric. 4014.

7000 miles, 1948 (Oct.) Triumph 2000 model saloon, grey, H.M.V. radio.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) [3108]

£110.—Triumph 8 2-seater tourer, rebored, new hood, screws, battery, carburettor, speedo, well shod; after 6 p.m.—17, East Ave., Walthamstow, London. [5206]

1937 Triumph Dolomite 14hp sports saloon, fitted mechanically, 80 m.p.h., paint-work fair; £335.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [2440]

1947 Triumph Roadster, 14,000 miles, maroon, radio; £825.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [2634]

1948 Triumph 1800 Roadster, silver grey, new head, superb condition; £830.—Huntley, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [2930]

TRIUMPH razor-edge saloons, 1948 black, choice of two magnificent cars; exchanges and terms.—Svanemor Garage, 1176, Christchurch Rd., Boxcombe, Tel. Southbourne 1022. [2842]

1949 Triumph 2000 Roadster coupe, 15,000 miles, Dec., perfect throughout; £975.—Hemley, North St. Ashby-de-la-Zouch. Tel. 106. [3677]

OCT. 1947 Triumph 1800 saloon, splendid condition throughout; £925.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. [2583]

R. OSE & YOUNG, Ltd., offer 1949 Triumph 2000 Roadster, numerous extras, small mileage, bargain; £985.—65-9, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [3272]

R. OSE & YOUNG, Ltd., offer 1947 Triumph roadster, small mileage, exceptional condition, finished metallic silver, £765.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [3170]

1948 (December) Triumph 1800 saloon, immaculate condition throughout, taxed year, low mileage, best over list price; accepted.—Major G. S. Taylor, 70, West St., Redmarley, Bristol, 3. Tel. 63982. [3971]

899 gns.—1948 Triumph roadster, metallic grey with blue leather upholstery, many extras, low mileage.—Raymond Way, Canterbury, Rd., Kilburn, N.W.6. Maida Vale 6044. Open till 7 p.m. six days a week. [3484]

NAYLOR & ROOT, Ltd., 1948 Triumph 1800 Roadster, smoke grey, blue leather, immaculate throughout, excellent performance; £915; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—East Hill, S.W.16. Bat. 5272. Open 9-6 each week-day including Saturday. [3484]

TANKARD & SMITH, Ltd., offer 1947 Triumph 1800 razor edge saloon in polychromatic grey with red leather interior, small mileage only, beautiful condition; £975; also 1947 Triumph roadster in silver grey with blue leather, small mileage only, as new throughout. £525; three months' written guarantee; also 200 guineas' used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [2764]

Triumph Cars Wanted

C THE CAR MART, Ltd., wish to purchase Triumph cars—320 Euston Rd., N.W.1. Euston 1212.
R ROWLAND SMITH, the Triumph buyers—Hamstead Hill St. (Hamstead Tube). Ham. 6041.
A SH immediately for good Triumph—H. F. Edwards, 154, Qd. Tilfield, St. W.1. Euston 012. (3331)
WANTED, privately, Triumph under 15,000 miles—Write Anior, 24, Lyndhurst Rd., London, N.W.3.
M ARSTON MOTOR CO., Ltd., for your Triumph—Tel. Ska. 3000. Seven Sisters Rd., Tottenham, N.15. (0182)
C ASH buyers of low-mileage 1900 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southampton, Tel. 2268. (0804)
B RITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tel. 5585. (3358)
2000 saloon, or Roadster, small mileage, required.—Jones, 71, Harewood Gardens, Sandstead, Surrey. (19475)

Triumph Spares and Service

N EWNHAMS, Ltd.
T RIORPH specialists: service and spares for all models, including Dolomite type radiator grilla.—Newnham House, 255-7-9, Hammersmith Rd., W.6. Riv. 4648 (1339)
B ASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733
T RIORPH spares for all post-war models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince Drive, Colwyn Bay (Tel. 4322). (3358)
S TANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain; of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, W.8. Maidsa Vale 9114 (10 lines).

UTILITY CARS

C AR MART, Ltd.
1947 Austin 8 utility, £540.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (3449)
B OON & PORTER, Ltd.
1947 (first registered) 7-passenger utility, one owner.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. (31016)
C ASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444.
R OUNDAOUT, offer:—
1948 Alvis 14hp shooting brake, in really first-class condition throughout; £950.
R OUNDAOUT GARAGE, Western Ave., Greenford, R.D.P. Waxlow 1071-5. (12028)
G .P. (BALHAM), Ltd., offer:—

120 gns.—1936 Morris 8 utility, replacement engine, any trial.—2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. (31016)
1934 Buick 34-litre with 2-door utility body. £850.
G EORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. (3311)
1939 Hillman Minx, with utility bodywork, seating four, very attractive body; £395.
F ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. (1364)
1938 Bradford utility, 1949, low mileage, excellent condition throughout, many others.
B ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.1. Tel. Park 5066-7. Open Mon. to Sat., 9-5 (50 yards Holland Park Tube). (2697)
1949 Bradford utility in blue, one owner, well maintained, superb condition; guaranteed; £525.

G .W. WILKIN, 1, Weston Park, Kingston-on-Thames, Kin. 2241.
J OWETT Bradford 6-light utility 1949, as new, £425.
J another 1948, £425.—Buntings, Jowett Agency Harrow 1908. (2587)

1939 40 Ford V 8 22hp 6-47-str. utility, good order throughout, Autowork (Winchester). Tel. Winchester 4334/3406. (2647)
C ASS'S MOTOR MART, 1949 Fordson 10cwt fitted with 7-str. woodwork, written guarantee.—Warren St., W.1. Euston 3523. (1825)

1948 (June) Hillman estate car, fitted loose covers, 20,000 miles, grey, Tickford, Ltd., 8, Upper St. Martin's Lane, Temple Bar 3358. (1248)
1949 (Feb.) Fordson Martin Walter 10cwt Utilecon, 17,000 miles.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (3131)
1935 Buick Straight 8, shooting brake body, engine being extensively overhauled, bills to show; £225, or offer.—125, Windmill Ave., Kettering 4141. (2768)

1947 Fordson Scvt Martin Walter Utilecon, in excellent condition throughout, one owner, bargain; £395.—Wembley Court Motors, High Rd., Wembley, Arncliffe 6221. (1329)

725 gns.—Alvis 14 (Dec. 1948) 5-seater utility, timber framed body panelled dark green, removable rear seats, sliding glass windows, drop tail-board, excellent condition; terms, exchanges.—Rowland Smith; below.

395 gns.—Ford V 8 (registered 1950) 6-seater utility, 1939 32hp 6-cyl. engine, £10 tax, timber framed body with grained panels, fawn bonnet and wings, sliding glass windows, drop tail-board, good tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (13397)

Utility Cars Wanted

1949 50 estate—Beeston, Burley Farm, Alfreton, Derby. Tel. Derby 57611. (2675)
C ASH buyers of low-mileage utilities: distance no object.—Hattons, Lord St., Southampton, Tel. 2268.
R OWLAND SMITH, the Utility car buyers.—Hamstead Hill St. (Hamstead Tube) Ham 6041 (0993)
G OOD utilities, post-war chassis required 8-16hp.—G Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (12354)

VAUXHALL 12

1938 Vauxhall 10 saloon; £385; or 30 monthly instalments of £15/10/6.—The Cooden Engineering Co., Ltd., Bexhill, Cooden 600 (2528)
1938 Vauxhall 10hp saloon de luxe, immaculate leather interior in beautiful original condition, two owners only; £375.—Moore, 3, Murray Mews, N.W.1. Gulliver 2417. (3715)
1939 Vauxhall 10 saloon de luxe, black with brown leather upholstery, engine not run in since rebore, whole car in immaculate condition throughout; £395.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. (12354)

1947 Vauxhall 12, blue, radio, excellent condition; £695.—Box 7804. (3431)
£475—1939 Vauxhall 12 de luxe saloon, black, original paintwork in exceptional condition throughout.

M AKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Uxbridge 0538-2619. (3261)
1947 Vauxhall 12 sun saloon, any inspection, three month guarantee; £675.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. (2596)

1950 Series (November, 1949) Vauxhall 12hp Wyvern saloon, finished—metallic grey, brown leather, undison 5,000 miles, one owner, taxed.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (3270)

V AUXHALL 12, 1939, one of our completely recommissioned cars, rebored, replacement rear box, new axle parts, etc., respayed and partially retinted at retail price of over £500; price £495.—Will Short, Ltd., 2/4, St. Cross Rd., Weymouth (Tel. 2398). (2951)

595 gns.—Vauxhall 12 1946 de luxe 4-door saloon, black, sliding head, brown leather, heater, carefully used, excellent condition, taxed; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (33398)

VAUXHALL 14

L EX GARAGES, Ltd., offer:—
1948 (April) Vauxhall 14hp saloon, J type, black, with brown leather, fitted heater and demister absolutely immaculate throughout; £550.
L EX GARAGES, Ltd., 2, Lexington St., London, W.1 (100 yds, Piccadilly Circus). Ger. 8600. (33334)

1947 Vauxhall 14 saloon; £775.—Blue Star Garages, 617, Finchley Rd., N.W.3. (3296)
2255 Vauxhall 14 J type, well maintained, regularly serviced; £725 or near offer.—Bexley Heath 3219. (32229)

1939 Vauxhall 14 saloon de luxe, black, brown hide, indistinguishable from post-war model; £485. (3244)
M AGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. (3942)

1948 Vauxhall 14 J type saloon, black, brown hide, genuine 24,000 miles, beautifully maintained; £845. (3244)
1939 Vauxhall 14 J type saloon, black, leather upholstery, chauffeur kept and in fine order; £650.—Robins, East Putney, Tel. 4581. (3460)

£325 nominal mileage, 5 very good tyres, in excellent condition throughout.
M AKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick, Uxbridge 0538-2619. (3256)

1947 Vauxhall 14hp saloon, in very nice condition; £775.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. (2344)

1938 Vauxhall 14 de luxe touring saloon, guaranteed; £895.—Buntings, 1, Oldfield 4, Russell Gdns, Mews, Kensington, Park 7780. (3249)

1947 November Vauxhall 14hp de luxe saloon, clean throughout, one owner, low mileage; £765.—H. C. Humphreys, Worthing 5275. (1303)

£290—Vauxhall 14 saloon, 1938, sound throughout, only wants seeing and driving.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (2622)

1946 Vauxhall 14 black, brown leather, one owner; £710.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 123-4. (3261)

W ALTER SCOTT, Ltd.—1937 (model) Vauxhall 14 touring saloon, black, exceptional condition; £345; exchanges, terms, mileage, Crescent, Hamstead, N.W.3. (Swiss Cottage Tube) Pri. 5914. (1303)

1947 (September) Vauxhall 14hp saloon, black, reconditioned engine, 8,000 miles, radio, one owner; £765.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. (1549)

NOVEMBER, 1946 Vauxhall 14, wireless fitted, immaculate condition throughout, mileage 29,000; owner received new car; £750 or offers.—Cyril Norris & Co., Ltd., Higham Ferrers, Northants. Tel. Rushden 2957-8. (2200)

V AUXHALL 14/40 Melton 2-seater, 1924, total mileage 15,720, one owner; 5 new Dunlops, plus original tyres in new condition throughout, offered; trade exchange considered.—Westminster Garage, Ltd., Parkstone, Dorset. Parkstone 284. (2784)

T ANKARD & SMITH, Ltd., offer 1948 Vauxhall 14 miles only, as new in every respect; £325, three months written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-2. (2767)

1946 Vauxhall 14 saloon, black, leather interior, low mileage, fitted with Ekco car radio, de-froster, Norek spot lamp; £725; also 1937 Vauxhall 14 touring saloon, in very good condition throughout; £255.—Ferraris of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. (1362)

VAUXHALL WYVERN & VELOX

T OM GARNER, Ltd., offer:—
1950 Series (Sept. 1949) Vauxhall Wyvern saloon, bronze with brown leather, 4,000 miles.
T OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. (2756)

W ARWICK WRIGHT, Ltd., offer:—

1949 Vauxhall Velox saloon, black, brown leather, radio, 9,000 miles; £975.
W ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1346)

M EKINNON MOTORS, Ltd., offer:—

1949 (Sept.) Vauxhall Velox saloon, black, brown leather, heater, one owner, 3,100 miles only; £1,025.
1949 (Aug.) Vauxhall Wyvern saloon, black, fawn cloth, radio, one owner, 9,000 miles; £550. both cars are in brand new condition; trade enquiries welcomed.

M EKINNON'S, "Langham House," 3, Stafford Rd., Walsingham, Notts. (near London, Surrey. Established 1906. Tel. Wallington 3404. (2888)
1949 (just out) Vauxhall Wyvern saloon, 8,000 miles only, as new throughout; trade enquiries welcomed.

M OTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-3. (3300)
1949 Vauxhall Velox saloon, 16,000, black with brown leather, 2 Norek fog lamps, taxed year, one owner; £545.

E .C. STEARNS, 250-262, Brompton Rd. E. C. 8, Ken., S.W.3. Ken. 0081. (2969)

1949 (Oct.) Vauxhall Velox saloon, 2,900 miles, blue, grey leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358.

1950 type Velox, finished grey, with red leather, trade and part exchange enquiries invited.
G .P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4611. (1346)

1949 (November) Velox saloon colour black with brown leather upholstery, heater; £395.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.15. Liberty 4658. (3555)

VAUXHALL 25

1936 Vauxhall 25hp 6-seater, in very good condition throughout; £200.
J ACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (1719)

V AUXHALL 1937 saloon, 25hp, this car is in that brand new condition both externally and mechanically, low mileage and must be seen to be believed, guaranteed; £375.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. (12963)

L IMOUSINE 1939 25hp, partitioned, widest occasions, L leather upholstery throughout, black; £845.
A LPE & SAUNDERS, Providence Court, North Audley St., Mayfair 2941. (3424)

VAUXHALL MISCELLANEOUS

S HAW & KILBURN, Ltd., for Vauxhalls
I t is important that the car you purchase is in excellent condition throughout.
S ELECTION of such modern Vauxhalls at

4/6 Berkeley Square W.1 Grosvenor 4328. (0017)
H .A. SAUNDERS, Ltd.
1946 Vauxhall 14 saloon; £660.
H .A. SAUNDERS, Ltd.

1949 Vauxhall Velox saloon, 12,000 miles; £975.
H .A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (3074)

G ORDON CARS (LONDON), Ltd., 1949 Vauxhall Wyvern, 5,000 miles.—Beow
G ORDON CARS (LONDON), Ltd., 1949 Vauxhall Wyvern saloon, 12,000 miles.—Below.
G ORDON CARS (LONDON), Ltd., 1947 Vauxhall 14hp saloon; choice of two, excellent condition.—Gordon Cars, 373, Euston Rd., N.W.1. Euston 6611 (3052)

H AMILTON MOTORS (LONDON), Ltd., £66, 490, Edgware Rd., London, W.2. Paddington 22 (13 lines) Vauxhall main dealers.
1937 Vauxhall 25hp saloon, body in good condition, mechanically sound.

1947 Vauxhall 14 saloon, J type, mechanically sound.
1948 Wyvern, 12,000 miles, black, exceptional condition.
1949 Velox, 12,000, black, leather upholstery, radio fitted.

A LWAYS a good selection of used Vauxhalls in stock; own stock, one private owner, unbelievable condition.—Autowork (Winchester). Ltd. Tel. Winchester 4834/3406. (2854)

G RAHAM BROTHERS (MOTORS), Ltd. main dealers, 7-15 Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited.
£395—Vauxhall 10hp saloon, 1947, black, brown leather, clean condition, generally, engine recently rebored, total mileage since in under 7,000, loose covers, Norek demister, etc., exceptionally economical light car.—See below.

£595—Vauxhall 10hp saloon July 1946, finished maroon, excellent condition, one owner, recent new engine just decarbonised and completely re-serviced in our work-shop, tip-top mechanical order.—See below.

£750—Vauxhall 14hp saloon de luxe 1947 model, immaculately maintained by one very busy owner since new, genuine low mileage model, used confined to basic radio only, original tyres with spare practically unused.—See below.

£175—four-light saloon, 1936, very scarce model, capacious and smartly styled bodywork, with large external rear boot, cleanly finished in green and black with green leather interior, mechanical condition definitely above average, excellent tyres.

C AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. C. Tel. 2041 (5 lines). If other Vauxhalls in stock, together with 350 cars of other makes actually in our showrooms ready to drive away at once. Write for free catalogue. Easy and confidential hire purchase facilities, part-exchanges, free delivery. Cars returned in full to purchasers from any part of the country.

Vauxhall Cars Wanted

C THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434 (0975)

S HAW & KILBURN, Ltd. Vauxhall main dealers.

W ILL purchase modern Vauxhall cars

4/6 Berkeley Square, W.1. Grosvenor 4328. (0018)

L ATE model Wyvern or Velox wanted.—Brown & Mallalieu, Ltd., Blackpool, Tel. 2232. (8894)

I REQUIRE post-war Vauxhall urgently.—Fortune 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). (3714)
V ELOX or Wyvern, small, radio, mileage, required.—Jones, 71, Harewood Gardens, Sandstead, Surrey. (9774)

S IMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall, Wembley 3903 (8008)
U RGETLY required, all make of Green and black Corbitt & Taylor, 22 Conduit Mews, W.2. Amb. 6049. (2898)

N ORTH WORCESTERSHIRE GARAGE, Vauxhall main dealers, buy all models.—Tel. Stourbridge 5242. (5443)

1939 40 Vauxhall or Hillman 10: excellent condition essential.—Prosser, Scotby (2194) Swindon.
M ODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted, write or call—Golly Garage, Ltd. 111a, Earl's Court Rd. S.W.5. Fro 0063 (029)

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE shops, kiosks, offices, canteens, fish and chip, ice cream, snack bars, from £100; delivery from stock; hire purchase, lists and illustrations on application—Lawton, Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2225. [9487]

NEW CARAVANS

20 Caravans under cover.

EVERYBODY'S talking about the latest dream caravans now displayed at the F.O.C. Caravan Centre, where under one roof in a warm showroom you can inspect in comfort a well assorted selection of the most wanted caravans; there is sure to be the model with just those decisive differences that will make it the family's pride at a price you can afford; our new brochure shows how healthy and happy life in a caravan can be—send for your free copy today.

F.O.C. CARAVAN CENTRE, 200-220, Cricklewood Broadway, Edgware Rd., N.W.2. Gladstone 2234. Open daily 8 a.m. to 8 p.m. Sundays 11-4. [9265]

MACROVAN CARAVANS offer:—

£195—New 17ft 6in caravan shell, complete with chassis, undergear, set window, 16in easy-clean wheels, brace operated jack, also 13ft 6in model, £175—76, Brighton Rd., Surbiton, Surrey. Tel. Esher 3274. [9314]

£185—Caravan shells, 17ft x 6ft 6in, aluminium exterior, lined inside, early delivery. [9314]

ABBEY AUTOCAR, 200-220, Cricklewood Broadway, Edgware Rd., N.W.2. Gladstone 2234. [9265]

£185—Caravan shells, 17ft x 6ft 6in, aluminium exterior, lined inside, early delivery. [9314]

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COMPLETELY equipped caravans for touring any part of the country. Write to: Holiday House, Westfield Rd., Bishop's Stortford. Tel. 501. [8963]

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WORTH caravan and trailer chassis, undergears, coupling, jacks, wheels and all component parts; write for lists—Jerry Wadsworth & Son, Ltd., Ripponden, Yorkshire. [10095]

HOLDER-GRAISELEY caravan chassis, axles, ball joints, jockey wheels, etc., sound design and superior workmanship—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [0441]

CARAVAN ACCESSORIES

TOWING brackets for Austin Ford, Vanguard—B. Dixon, 1000, Caravan Accessories, Mota Products, Ltd., including aluminium sheets, ash bends, mouldings, interior fittings (caravan drawings, 4-berth, 10/6)—20, Cricklewood Broadway, London, N.W.2. Glia. 0161-2. [10652]

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LIGHTWEIGHT trailer, £20—W. Stewart, 4A, Cambridge Parade, Enfield. [1000]

CARAVAN trailers to carry from 3 to 12 cwt; prices from £25; also trailers for hire; write for details—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 4656. [12729]

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THE only trade paper in this field, indispensable to traders and enthusiasts, "The Caravan and Trailer Trades Journal," specimen copy 1/6 from A. C. Burt, Publisher, Caravan Publications, Ltd., Link House, Store St., London, W.C.1, or newsgasagents. [0583]

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COMMERCIAL VEHICLES

H. A. SAUNDERS, Ltd. Austin 10cwt van; £375. [946]

H. A. SAUNDERS, Ltd. Austin 10cwt van; £375. [946]

USTY House, 144, Golders Green Rd., N.W.11. A Speedwell 0011. [3062]

JACQUIER, Ltd. offer:—Ford (ex-W.D.) 15cwt truck, 4x2, excellent condition; £115. [947]

FORD 1937 25cwt van, exceptionally good body and chassis; £125. [947]

BREAKDOWN, twin booms, power operated equipment, side jacks, etc., fitted on 3/5ton Ford chassis, reconditioned engine; £395. [947]

FORD Mercury factory low loader, 6x4ft platform, twin rear; £175. [947]

CLARKSON tractor, excellent condition; £175. [947]

DODGE ex-W.D. 3/5ton l.h.d. truck, fitted twin rear, exceptional condition; £225. Another, right-hand drive, dropped truck, low mileage, single rear; £250. [947]

1945 Austin 10cwt van; £325. [947]

1947 Austin 10cwt van; £375. [947]

AUSTIN ex-W.D. 30cwt truck, excellent condition; £175. 225-77, Hammermith Rd., W.6. Riverside 667-8. [1704]

SELBORNE (MAYFAIR), Ltd. Jowett Bradford utility, 1,200 miles only. 82, Park St., W.1. [2862]

MONTROE MOTORS offer:—Fordson 10-cwt; £550. [949]

Fordson 10-cwt truck; £365. [948]

Fordson 10-cwt van; £315. [945]

Fordson 10-cwt van; £335. [946]

Fordson 5-cwt van; £365. [948]

Ford 8 utility, recon. engine; £175. [935]

MONTROE MOTORS (N. H. Boswell), 91-7, Epping Rd., Buckhurst Hill, Essex. Buc. 1171-2. [949]

DICKS CAR SALES offer:—Austin A40 van, low mileage, positively unmarked; £625. [949]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, W.11. [3298]

PALMERS MOTORS, Ltd., offer:—A LIMITED number of unregistered Bedfords for immediate delivery. [949]

BEDFORD 30cwt van (2 sizes). [949]

BEDFORD 3/5-ton chassis and cab. [949]

BEDFORD 3/5 trucks. [949]

THE above vehicles are rebuilt, fitted with new coachbuilt bodies and are indistinguishable from new, carrying a 6-months' warranty; trade invited; exchange and deferred terms.—53, York St., Twickenham. Tel. Popsgrove 1890 and 7097. [5498]

HAROLD RADFORD & Co., Ltd. Jowett Bradford Utility, 5,800 miles. [949]

Fordson 5cwt Utility, 17,000 miles. [948]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [949]

Austin 25cwt 3-way van, small mileage, in primer; £500. [949]

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [2016]

Austin A40 pick-up, 6,000 miles only, practically as new. [949]

Austin A40, specially constructed gown van. [949]

GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [1110]

Bradford 10cwt van, one owner, recolluded blue, excellent condition, guaranteed; £395. [948]

W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [2961]

Austin 6cwt plain black delivery van, in excellent condition throughout; £375. [947]

Wembley Court Motors, High Rd., Wembley. Arnold 6221-2. [3527]

CLASS'S MOTOR MART.—1948 Fordson 10cwt van, just coachpainted blue; £485.—Below.

1937 Morris 10cwt van, reconditioned and just coachpainted blue, £325; written guarantee, —5, Warren St., W.1. Euston 4110. [3265]

£395 order throughout, original and unpainted; many others. [949]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5067-7. Open Mon. to Sat., 10-6. (50/6s Holland Park Tube.) [2699]

JOWETT BRADFORD our speciality; quick repairs and service; often a second-hand bargain.—Bunting's Jowett Agency, Harrow. [0234]

1949 Austin A40 van, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [3338]

37 Morris 10cwt van in grey primer, a good reliable vehicle; £195 or offer.—Kings Motors, 1, High St., Hounslow, Tel. 5332. [12820]

1947 Ford 5cwt van, genuine 51,000 miles, never used for goods, new engine, 2,000 miles, superb condition; £395.—Below. [3219]

1948 Austin 25cwt 3-way van, painted grey, low mileage, in superb order throughout, highly recommended; £650.—Robbins, East Putney, Tel. 4581. [1007]

1949 model Ford 5cwt van, 11,000 miles, plain blue, taxied; £385.—Archway Garage, 120A, Walmers Rd., W.10. Park 7271. [3262]

1940 Bedford 10cwt special gown van in excellent condition and very economical, taxed; £450. [946]

1946 Austin A40 van, 1949, as new, £450; also 1948 model, £410; 1948 lorry, steel floor, frame for tilt, £365. [1587]

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JACK OLDING, of Mayfair, the official retailers, are in a position to offer new Bentley and Rolls-Royce cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242. (0617)

RIPON BROS. Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Huddersfield 6340. (0248)

RIPON BROS. Ltd. the largest Bentley and Rolls-Royce car dealers; early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Huddersfield 6340. (0248)

BRISTOL

A.F.N. Ltd., Joint distributors for London, Home and Eastern Counties also Berkshire, Bedfordshire and Buckinghamshire. (1978)

FALCON Works, London Rd., Isleworth. Hounslow 0011. (17378)

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. (0248)

ANTHONY CROOK, Bristol, all models, including A types 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.—Town End, Casterham Hill, Surrey. Tel. 2232. (023)

CHEVROLET

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. (1075)

CITROEN

SHRIMPSON'S MOTORS, Ltd., London distributors, Head office and showrooms, 182, Sloane St., S.W.1. Sloane 3556. (1075)

SPARES and Service: 77a, Kings Rd., Chelsea, S.W.3. Flaxman 4667. (0272)

DAIMLER

CAR MART, Ltd., Official agents, will be pleased to accept orders for future delivery. (1945)

DAIMLER 2½-litre special sports chassis fitted with 4-door sports saloon, coachwork by Hooper & Co. Ltd., finished black. (1945)

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (1945)

C. A. PETO, Ltd., for all Daimler models and service.—42, North Audley St., W.1. Mayfair 3051. (1945)

DELAGE

SELBORNE (MAYFAIR) Ltd. (Incorporating Selborne Motors, Ltd., established 1926). (1945)

SOLE concessionaires for Great Britain etc. (1945)

HEAD office, 82, Park St., W.1. (1694)

DELHAYE

SELBORNE (MAYFAIR) Ltd. (Incorporating Selborne Motors, Ltd., established 1926). (1945)

SOLE concessionaires for the famous Delhaye cars. (1945)

U.S.A. and other overseas enquiries invited. (1945)

HEAD Office: Regional House, 83, Park St., W.1. (1387)

DELLOW

GORDON GARAGE (DULWICH) Ltd., Dellow distributers for London and South-Eastern Counties; sales, service and spares.—35-35, East Dulwich Rd., London, S.E.22. New Cross 2456. (0610)

FORD

C. A. PETO, Ltd., for all Ford models and service.—42, North Audley St., W.1. Mayfair 3051. (1945)

AGENCY MOTORS, Ltd., main Ford dealers, sales and service.—56, Park Lane, London, W.1. Regent 4866. (0610)

ARTHUR E. GOULD, Ltd., main Ford dealers, sales and service.—56, Park Lane, London, W.1. Regent 4866. (0610)

Service: Minerva House, Chelms St., W.C.1. Museum 6073. (0656)

FRAZER NASH

REQUESTS for literature and information in respect of the Frazer Nash, Le Mans Replica, Fast Roadster four-seater cabriolet and Mille Miglia models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth. Hounslow 0011. (1415)

HEALEY

HEALEY saloon and drop head coupe models for early delivery from Northampton Motor Services, Ltd., Northampton. Tel. 2862. (0063)

H.R.G.

HAROLD RADFORD & Co. Ltd., sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (8309)

HUDSON

ARNOLDS, of Manchester, for Hudsons.—William Arnold, Ltd., Upper Broad St., Manchester. Ardwick 4361-7. (0317)

HUMBER

BARNET area—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St. Barnet 0332. (0412)

JAGUAR

HENLIS, Ltd., ENGLAND'S largest Jaguar distributors. (1945)

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297). (1945)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444). (1945)

MANCHESTER, 1-5, Peter St. (Blackfriars 7843). (0155)

WEMBLEY COURT MOTORS, Jaguar sales; order your new Jaguar from the main dealers. (1945)

WEMBLEY COURT MOTORS, High Rd., Wembley. Tel. Ardwick 5242. (0248)

COOMBS & SONS (GUILDFORD) Ltd., for Jaguar sales and service. (1945)

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. (4236)

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4380. Deansgate, Manchester Tel. Deansgate 4507. (0391)

JOWETT

WIMBUSH & Co., Ltd., Headoffice Place, S.W.1. offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. Sales, Abbey 6896. (1945)

JOWETT Javelin and Bradford commercial vehicles—full stock of spares—factory-trained personnel.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. 2. (1945)

H. BENTLEY & PARTNERS, JAVELIN, Jupiter and Bradford main agents. (1945)

SPECIALISED sales, service and spares available—Sackville House, 40, Piccadilly, W.1. Regent 0640. (1945)

OWEN Sales and Service, 2201-2-3. (0279)

CLARKE'S of FIBRIGHT, automobile engineers.—Fibright, Surrey. Tel. Brookwood 2201-2-3. (0279)

COME to the specialists for anything Jowett. (1945)

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. (0581)

JOWETT—East Surrey's leading agents for Javelins and Bradford vans.—Carr Bros., High St., Purley, Uplands 4812. (0275)

ARNOLDS, of Manchester, main agents for Jowett cars.—William Arnold, Ltd., Upper Broad St., Manchester. 15, Ardwick 4361-7. (0669)

KINGSTON-ON-THAMES main agents for Jowett cars.—Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. (0620)

KAISER FRAZER concessionaires for Great Britain, sales and service; applications invited from Corps Diplomatique and American service personnel for supply of Kaiser automobiles including new Henry J. as direct imports from U.S.A.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodley 2301. (0309)

LAGONA, Officially appointed Lagona retailers. (1945)

HAROLD RADFORD & Co. Ltd., Officially appointed Lagona retailers. (1945)

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (0265)

LANCIA, ARNOLDS of Manchester, main agents for Lancia.—Wm. Arnold, Ltd., Upper Broad St., Manchester. Ardwick 4261-7. (0670)

LEA-FRANCIS, CARDIFF, Glamorganshire, Monmouthshire distributors for Lea-Francis cars.—Enquiries invited to: LANCFIELD LAWRENCE, 2/10, City Rd., Cardiff. Tel. 5053. (0585)

WEST Yorkshire distributors for Lea-Francis cars.—Marshall's (Hallifax), Ltd., Kings Cross Rd., Hallifax. Tel. 10244. (0545)

C. ALEXANDER Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4755. (0043)

FRANCIS, Birmingham and Midlands distributors.—Henry Garner Ltd., Showrooms: 221, High St., Deritend 12 Works: 120, Alcester Rd., Moseley 13. (0005)

LOYD, For earliest delivery and expert service.—Westcombe Motors Ltd., Imperial Garage, Winchester. Distributors for Hampshire. Tel. 4174. (0114)

DISTRIBUTORS for London and the Home Counties, service and spares.—The Red Circle Ltd., Eastern Arm, Gt. Cambridge Rd., Tottenham, N.17. Tel. Tottenham 1906/7553. (0504)

LOYD distributors for the West Riding of Yorkshire.—The Hendimley Motor & Engineering Co., Ltd., 8, Otley Rd., Leeds. 6. Tel. Leeds 52627-8. Wire "Truble." Leeds. (0321)

MORGAN, CONWAY MOTORS.—Morgan distributors for the 3/4/4-301, Goldhawk Rd., W.12. (0247)

MORRIS, SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers, Sutton and district; spares and service.—Tel. Vig. 4444. (3584)

NASH, NASH cars spares and repairs through Nash Concessionaires Ltd., only.—Nash St., Albany. N.W.1. Euston 5558/9. (0562)

PEUGEOT, TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5383. (1945)

RENAULT, RENAULT.—Distributors for Birmingham.—Henry Garner Ltd., Showrooms: 221, High St., Deritend 12 Works: 120, Alcester Rd., Moseley 13. (0005)

C. A. PETO, Ltd., for Riley models and service.—42, North Audley St., W.1. Mayfair 3051. (1945)

RILEY distributors, Wembley and district.—Your enquiries invited.—Wembley Motors, Wembley 2636. (1945)

ROLLS-ROYCE, CAR MART, Ltd., Official retailers, will be pleased to accept orders for future delivery. (1945)

ROLLS-ROYCE Silver Wraith touring limousine, R. coachwork by Messrs. Hooper & Co., finished cream and black. (1945)

ROLLS-ROYCE Silver Wraith touring limousine, R. coachwork by H. J. Mulliner & Co., Ltd., finished black. (1945)

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (1946)

DAVID ROSENFELD, Ltd., Official Rolls-Royce and Bentley retailers. (1945)

SHOWROOMS: 76, Deansgate, Manchester. (1945)

PHONE Blackfriars 4942. (1945)

SERVICE station, Cheetham Hill Rd., Manchester. 8. Tel. Blackfriars 2302. (0561)

ROVER, COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service. (1945)

MAIN agents for South-West Surrey.—St. Catherine's Garage, Guildford 62907-9. (4236)

NORTHAMPTONSHIRE and North Bucks—Grose Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. (1945)

ROSENFELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. (0296)

PLYMOUTH, 5 Devon, E. Cornwall.—R. Hamm & Co., Rover distributors, service and spares specialists. Alexandra Rd., Plymouth. Tel. 5055. (0601)

STANDARD, C. A. PETO, Ltd., for Standard Vanguard and service.—42, North Audley St., W.1. Mayfair 3051. (1945)

J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—137/149 Widmore Rd., Bromley, Kent. Rav. 3456-7-9-9. (0020)

TRIUMPH, C. A. PETO, Ltd., for Triumph models and service.—42, North Audley St., W.1. Mayfair 3051. (1945)

NEW car deliveries obscure, small mileage used, occasionally available.—Coventry Motor Mart, Coventry. (0577)

CARS FOR HIRE, ROY GALWAY, Ltd., RENT a new car. (1945)

DRIVE yourself, CONTINENTAL touring. (1945)

TEL. Gros. 4747, 21, Farm St., London, W.1. (10072)

WIMBLEDON CAR HIRE, SELF-DRIVE specialists for dependable Austins from 30/- a day.—Mansel Rd., S.W.19 Wimbledon 3834. (1945)

DRIVE yourself, 1932-1950 "We never closed."—W. P. & S. Motors, 265, Barking Rd., E.6. Gra. 4657/2750. (1945)

SCOTT CARS, 347, Finchley Rd., N.W.3. for self-drive hire, Tel. Hampstead 7779 and 8897. (1945)

DRIVE yourself, £35 monthly.—Hamstead Bros., Bristol Road Garage Gloucester. Tel. 22055. (0449)

1939-1950 cars, self-drive or chauffeur.—Chapman's Blondie Mews, W.2. Canningham 2284. (1945)

SELF-DRIVE hire, inclusive terms, first-class vehicles, delivered to you.—Huntley, 376, Kensington High St., W.8. Western 2512. (1947)

IRISH touring, hire it and drive it; the 1950 Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, St. Dun's, Dublin. (1945)

ALWAYS "phone Macaulay 3563 for self-drive or chauffeur-driven hire.—Oce Cars, Ltd., 60-62, Queensdown Rd., S.W.9. (1945)

SELF-DRIVE CAR HIRE for Austin 1949 models. Drive yourself.—36, Mackenzie St. (opposite Fire Station), Tel. Slough 2951. (0132)

HOLDSWORTH GARAGE—Garage accommodation, hire service; high-class car hire.—3-5, Ennismore Mews S.W.7. Kensington 4020. (1945)

MOORE PARK GARAGE—Self-drive and chauffeur-driven cars, 110, Wood Ave., Forest Hill, S.E.23. (For. 2432). (1945)

OVERSEAS tourists, modern self-drive cars may be hired from S. & M. Motors, Ltd., 22, Victoria Queens Gate, S.W.7. Tel. Bayswater 8229. (1945)

IRELAND—Drive yourself or with chauffeur, new cars. Full details, apply Messrs. Thos. Cook & Son, Ltd., or direct Murray's, Baginbun Bridge, Dublin. (1945)

DRIVE yourself a modern car; overseas visitors a specialty.—Northfield Garages, Ltd., Cranmer Works, Cranmer Ave., Ealing, W.13. Ealing 5688, and Balham 2072. (1945)

EDWARDS & DAVIES (CAR HIRE) Ltd.—Post-war 8 and 10hp Fords, £15/15 week, £30 14 days, no mileage charge.—Bri. 5532. 290, Milkwood Road, Herne Hill, S.E.22. (1945)

SELF-DRIVE hire, post-war cars, attractive rates. S. Monk or short period, business or pleasure, overseas visitors specially catered for.—H. F. Edwards, 28, Upper High St., Epsom 9400. (1945)

WELCOME overseas visitors; new self-drive or chauffeur-driven cars are waiting for you at Wilsons Car Hire Services, Ltd., Trinity Gardens, Bristol, S.W.9. Tel. Brixton 4011. (0512)

A40 for your holidays or business, large fleet of post-war Austin, special facilities for overseas visitors, self-drive specialists.—Truman's Garage (Arthur Court), Queensway, W.2. Bay. 6415. (0696)

GODFREY DAVIS, Ltd., Europe's largest car hire organisation for modern self-drive and chauffeur-driven cars; 24-hour service and tours.—7, Eccleston St., Victoria, S.W.1. Tel. Sloane 0022. (0454)

ROYAL GARAGE for service—chauffeur-driven or drive yourself; special winter rates for self-drive cars.—Ingram Sandle & Co. Ltd., Gillingham St., S.W.1. Victoria 4366, day and night. (0443)

6D. per mile drive-yourself hire; minimum 30/- per day inclusive of insurance; modern Austin and Morris cars; tariff on request.—South Kensington Motor Service, 2, Reece Mews, S.W.7. Ken. 1004. (4905)

1949 Fords, 25/- per day; Austin A40s and 1947 30/- day, 35/- day; Austin 10's and Minis 12/- day, 15/- day; post-war 8 and 10hp Fords, Alliance, 29, Burne St., N.W.1. Tel. 2646/6801. (0318)

CAR HIRE (MAYFAIR) Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, all-night service, self-drive specialists.—12-14, Victoria St., Berkeley Square, W.1. Mayfair 8689. "We never close." (0094)

SELF-DRIVE—Coming on leave visiting Britain? Keenest long-term rates, specialised service, modern fleet. Motoring for all pleasure, business use.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-9-9. (0381)

DRIVE YOURSELF HIRE CO. (LONDON) Ltd., £1 per day period; discounts for commercial users by month or year. Tariff on request.—1a, Finsbury Park Rd., W.4. Can. 1131; 2d, and Chester Close, Grosvenor Place, S.W.1. Slo. 9644. (0507)

J. DAVY—Over 120 1948-50 self-drive cars from £1 per day, benefits of A.A. and R.A.C. membership; special facilities and new cars for visitors to Britain and Continent.—Logan Place, Earls Court Rd., Kensington, W.8. Western 1225 (4 lines). (0401)

SELF-DRIVE or chauffeur-driven fleet of modern cars, including 1949-50 A40 Austins, Hillmans, Vauxhalls, Wyverns, etc.; overseas visitors special facilities.—Sussex Motors, 1, Burwood Mews, Edwards Rd., London, W.2. Fed. 5308 and Amb. 5065. (1945)

POST-WAR self-drive cars from £10 per week or daily, special facilities for overseas visitors; chauffeur driven saloons available; airports, stations, etc.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100yard Clapham South Tube). Batt. 1107-8-9. (1021)

OVERSEAS visitors—A fleet of new Austin 16 and 12hp saloons for hire at Drivehire Cars, Ltd., Smithfield Garage, Birmingham. Tel. Mid. 4943. (1945)

Jewbury's Motors, 8c, Road, Manchester. Tel. Blackfriars 5979 and Kingsway, Newport, Mon. Tel. 2363. (0211)

VAUXHALLS, self-drive, Wyverns, post-war 14hp, 15hp and 16hp, from 7/6 per week, reduced rates for month or over. Excess mileage only 3d per mile; A.A. R.A.C.; Continental touring; overseas visitors welcomed.—Synco Garage, Ltd., 1, Petersham Mews, S.W.8. Western 4108. (0636)

RAYMOND WAY of Auburn, the exchange specialists, offer 200 cars under £60; anything in the range of change.—Canterbury Rd., Kilburn, Maida Vale 6044 (10 lines), Kilburn Park, Waterloo Line 150 yds. Open till 7 p.m. 6 days a week. (1945)

AGENTS WANTED

SOLE agent.
FOR Great Britain for the sale of first-class machine tools for the reconditioning of automobile motors made by
M. SEEST MASKINFABRIK, A/S, Aarhus, Denmark. [9650]

AXLESHAFTS

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stockists for all makes. Can we help you? **BROWN** wheels and pinions; large stocks for most makes, new and second-hand.—7/105, Newington Causeway, London, S.E.1. Tel. Hop. 3362. [0609]

BALANCING

PRECISION balancing is essential to super-tuning. Laval specialists in balancing crankshafts, and other parts from 50/-—Laval Engineering Co., Ltd., 53, St. Sufolk St., London, S.E.1. Tel. Waterloo 6141. [0609]

BATTERIES, OILCOIL, ETC.

UTO-ELECTRICAL SERVICE CO., Ltd. for guaranteed car batteries and repairs.—519, Green Lane, Goodmayes, Ilford. Seven Kings 4666-7. [0763]

55/-—Brand new 6-volt starter batteries, 2-volt, 25/9.6, guaranteed 12 months; carriage extra.—Witham's Motors, Ltd., 18, Balham Hill, S.W.15. Battersea 3280, 3769. [0828]

STARTER Batteries, new guaranteed, 6-volt 60-amp, 5/7/6; 12-volt 60-amp, 11/5/-; carriages extra; complete stocks; lists free.—Young's 32, Tooting Bec Rd., S.W.17, Balham 7791. [0923]

REPAIRERS & ELECTRICAL SERVICE CO., Ltd. starter battery specialists; replacing all types. Immediate exchange service, new batteries, collection and delivery.—Porter Green, East Finchley N.2, Td. 4534. [0923]

12 cells built into hardwood case; constructed to finest specification; new dry and uncharged. Finish of case and cells very including most useful. Heavy packing case, 7/6 each. [0923]

TEDDINGTON ENGINEERING CO., Ltd. 29-31, High St., Teddington, Middlesex. Kin. 1193-4. [0923]

EX-D. battery service, full car range, well-known makes, 6-volt 110amps, size of case 12 1/2 x 6 1/2 x 9 1/2 in. 7/9 each, plus 5/6 carr. and pack; also Austin 24-volt 24-amp service, carriage and pack.—White, 174, Rd., Surbiton, Elm. 2315. [3010]

SUPERIOR (heavy duty) 12v car batteries (n.b., not ex-D.); absolutely new, guaranteed, size 13 1/2 x 9 1/2 x 9 1/2 in., 24-amp service, carriage and pack, 11/5/-; 27/10, c.v. most sizes 24; remit with confidence.—Unwin's-Autos, London Rd., Grays. [8908]

BRAKES, CABLES, ETC.

RICHFIELD.

BRAKE cables repaired efficiently by experienced repairers, any make or type, within 24 hours; all cables guaranteed. Cables supplied from stock. [0089]

THOS RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 11 years. [0089]

YOUR life depends on your brakes; we will fit cables to your old ends; send old brakes, we will return refitted and tested within 12 hours. [0089]

THE N.W.A. Hendon 7605-6. [0059]

BRAKE cables reconditioned as new; trade enquiries invited; send damaged and worn cables for quotation.—A. J. Browning, Dart St. Works, Dart St., London, W.10. [0014]

BUSINESS AND PROPERTY

GARAGES and filling stations for sale and wanted.

EXTENSIVE list of active enquiries; valuations for all purposes. [0059]

GODDARD DAVISON & SMITH, Ltd., the old-established Specialist Agents.—The Auction Room, Putney Bridge Approach, S.W.8. Tel. No. Renown 6101/3. [0259]

GODDARD & SMITH (Valuers for all purposes), 22, King St., St. James's, London, S.W.1. Telephone Whitehall 272. [0259]

HEREFORD, Birmingham, Gloucester and Newport; extensive garage and manufacturing premises of a well-known concern dealing with the manufacture of motor cars, motor cycles, and light trucks; to be dealt with separately as going concerns. [0259]

SURREY; main road position about 23 miles from London; substantially constructed garage, including detached residence; 4 electric petrol pumps, usual equipment, audited A/C available, recommended; price freehold £12,000 all. [0259]

WIMBORNE (near Dorchester), prominent position; first-class garage and filling station complete with showrooms, modern canopied installation of electric pumps, long leasehold. [0259]

SOMERSET, main A.303; newly erected (1950) premises comprising garage, large bungalow and restaurant, 3 electric petrol pumps and comprehensive equipment, price freehold £10,000 stock at valuation. [0259]

APPLY: Garage Dept., Goddard & Smith, as above. [0259]

FREEHOLD garage, approximately 4,300 sq. ft., cellulose spraying and repair business, vacant flat, 6 rooms, L & B. S.W. London: £8,500.—Box 6987. [3599]

ESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, 8-11, Pavillion Buildings, Brighton (Tel. 3234), offer the following: [3599]

SOUTH COAST.—Very busy garage and car hire business, with excellent modern house adjoining, 5 h.p. service car, electric pump, petrol profits £1,000 p.a.; rent £250 p.a. incl.; tenant to have benefit of rents of 9 garages and a flat amounting to £440 p.a. incl.; price for equipment, lease and goodwill £3,000, s.d. [3599]

WEST SUSSEX.—Established motor road garage, filling station and car hire business, with modern house adjoining; 4 electric pumps; petrol sales 800 gallons weekly; 3 h.p. service car; petrol profits £500 p.a. freehold, goodwill and equipment £10,000 or offer, s.d. [3599]

FURTHER particulars of above and other garages available from Gladding Son and Wing, as above. [3599]

GARAGE owners wishing to retire should consult the experienced specialists.—Business Brokers, Ltd., 46, St. James's Place, London, S.W.1. (Regent 4720.) [3599]

EDINBURGH (near), garage business for sale; old-established; excellent property, three cars, good premises for sale; early entry.—Apply Box 2035, Robertson & Scott, Edinburgh, 2. [2966]

GARAGES, motor businesses.—John Swait & Sons, Ltd., 34, The Mall, London, W.5 (Ealing 266), have numerous vendors and purchasers' clients' interests and purchasers' enquiries invited. [0512]

RADNORSHIRE, on road to Central and West Wales.—Freehold garage and filling station, full equipment, beautiful new bungalow residence, site nearly 2 acres, going about price £5,500; offer invited.—Rustwell, Baldwin & Bright, Ltd., Leominster. [3675]

FREEHOLD motor service station for sale in S. London suburb; includes large frontage main road, 5 electric petrol pumps, splendid showrooms, large service station and house incl. living accom.; premises £19,000 or near offer, plus land and small stock at valuation.—Details from Box 7212. [3437]

SOUTH COAST road, between two large towns; modern, freehold garage, 115ft frontage, 5 pumps, 65,000 sal. p.a.; Austin, Hillman, Ford dealers; showrooms, stores, small flat, large workshops; turnover £100,000 a year; price £20,000; stock at valuation.—T. Franks, 163, Kirby Rd., Portsmouth. [3437]

MOTOR business, main road, 35 miles S.W. London, main agency well-known make, accessory distributorships, fully equipped modern workshop and paint shop, petrol station, showrooms, living accommodation and offices; freehold £30,000 and stock, plant and machinery at valuation; principals only.—Write Box 20227, Deacon's Advertising, 36, Lendenhall St., E.C.3. [9003]

TAYLOR-DOWNES, F.I.A.C., F.V.A., F.C.I.A., F.Auctioneer, Estate Agent and Surveyor of 196, High St., Orpington, Kent, Tel. Orpington 6577 (6 lines), requires either garage with large showrooms, or large showrooms previously used for some other purpose for special applicant; must be within Metropolitan Police area; price immaterial provided value is there; usual commission required. [9003]

A exceptional opportunity; very attractive petrol service station on extremely busy Chelmsford and Colchester road; selling 2,500 gallons weekly; 6 electric pumps; garage workshop; lock-ups; site area 1 acre; freehold, £7,000; an adjoining detached residence is available with possession if desired; price £3,000 extra.—Full details from Sole Agents, Church, Howard & Hills, Ltd., 59, New Rd., Richmond, Tel. Ric. 3090. [9003]

NORTH SOMERSET.—Old-established motor and radio business; extensive freehold premises exceptionally well equipped and appointed; good living accommodation; valuable car, cycle and wireless agencies; takings nearly £20,000; net profits £2,200; unlimited scope in energetic hands; price £30,000.—Sole Agents, Church, Howard & Hills, Ltd., as above. [9003]

EAST COAST road, within 20 miles London.—Super service garage, extensive road frontage; 3 pumps under canopy, garage, 20, attached garage, showroom, machine shop, servicing bus, stores and accessories shop, also charming modern residence, all substantially brick built; full machinery and equipment; 3 important car agencies; takings £10,000; net profits £2,200; price £24,000; freehold; only wants selling.—Apply Sole Agents, Church, Howard & Hills, Ltd., as above. [9003]

DEVON.—Established garage in country town 12 miles from Exeter; well-equipped garage, 3 pumps, 12,000 sal. 5,000 sq. ft. also block of 6 houses adjoining (vacant possession of one); all freehold; rare sacrifice at £4,400 everything.—Apply Church, Howard & Hills, Ltd., as above. [9003]

GERRARDS CROSS district.—Fine garage petrol station in busy shopping thoroughfare; showrooms, space for garage for 20 cars, machine shop, 3 offices, excellent living accommodation, 3 pumps, costly plant and equipment; favourable lease at only £200 p.a.; price £7,500; highly recommended.—Church, Howard & Hills, Ltd., as above. [9003]

CHURCH, HOWARD & HILLS, Ltd., the leading garage agents have a vast selection of businesses available throughout London and districts; write stating requirements.—59, New Rd., Richmond. [1896]

Business and Property Wanted

GODDARD & SMITH are requiring on behalf of numerous buyers garage and filling stations in London area or in provinces as going concerns.—Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (10 lines). [0291]

CAMSHAFTS rebuilt and resound to original profile, valves, seatings, rockers and rocker shafts reconditioned.—Leonard Reece, Beches Avenue, Carshalton, Wallington 3646. [4521]

CARBURETTORS, ECONOMISERS

NEW Solex carburetors for 10-12hp cars; 30mm choke, vertical, 39/6; horizontal, 50/-; downdraft, 70/-; post and packing 1/6. 895-921, Fulham Rd., London, S.W.6. Renown 6174. [2730]

S.U. Official Service Depot.—Carburetors and petrol pumps reconditioned, return of post; rapid tuning service.—Follards 1122. [2730]

MOSS & LAWSON, Ltd. 1076-1096, London Rd., Thornton Heath (2 minutes Norbury Station). [0291]

ZENTH new and replacement units and spares, John A. Sparks & Co., main distributors, Stratford Hill, S.W.2, Tulse Hill 3434 (4 lines). [0291]

COX-ATMOS economisers ensure more mpg and reduced taxation.—Cox Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0036]

SOLEX carburetors and spares, major stockists of new and reconditioned carburetors to suit all vehicles, private and commercial; terms for trade as from makers. [0036]

PASCOAL (GUILDFORD), Ltd., Central Buildings, North St., Guildford, Tel. 2274-5. [0353]

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Official carburetor service depot for Carter, Zenith, Stromberg and S.U. carburetors. Tel. Grosvenor 4141. [0502]

SOLEX carburetors.—Lamb's, Ltd. (Est. 40 years) are a major service station for Solex carburetors and have in stock all types from 1932 onwards.—Standard House, Southend Rd., Woodford Green, Wan. 0123 (5 lines). [2727]

PETROL: If you wish to save petrol remember your carburetor is the chief factor and requires attention; bring your vehicle for tuning, new or reconditioned carburetors supplied.—Supt. Dept., 16, Lonsdale Rd., Kilburn, M. 1369. [0288]

OFFICIAL Zenith Stromberg Solex and S.U. agents, largest stock of carburetors and spares in the south; conversion sets for American cars, flexible petrol pipes and air filters; prompt attention to postal enquiries.—Line St. Garage, (pool), Ltd., Bolton St., Liver. pool, 3. Royal 3233-34. [0252]

CAR COVERS

BALLOON fabric car covers, new waterproof, 8-14hp, 60/-; all sheets are evelated and sent on seven days approval receipt of cash delivery, cheques seven days, cash two days.—H. C. Briggs, 60, Belle Vue Rd., Wallingstone, London, Larkwood 2705. [5785]

CAR RADIO

METROPOLIS Garage, Ltd., accredited dealers for Radiomobile, Exco and Masteradio. Immediate delivery and fitting. Expert manufacturer approved service.—1-31, Macleod Rd. (Olympia), W.14. She. 5585-7. [0288]

MOTOROLA new models now being delivered, acknowledged world's finest radio; Motorola service and parts available; side aerials 23/6, roof aerials 40/-; running-board aerials, 30/-; condensers, suppressor valves, step-down resistances, sole concentrator, aerials.—World Radio, Ltd., Edgware Rd., N.W.2, Gladstone 4255. [0419]

CHROMIUM PLATING

REFLECTORS brilliantly polished and lacquered as new; 24-hour service.—Tewkesbury Plating Co., Ltd., Tewkesbury Glos. [6254]

REFLECTORS restored (1/- per in diameter); 24-hour service; chromium, cadmium, etc.—Glossiter Plating Co., Ltd., Gloucester. [5844]

CLOTHING, ETC.

FOR sale, Gent's fully lined full length real leather coat, Let. Gals, 5888 any day after 4 p.m. [10114]

PRIDE & CLARKE, Ltd.—Large selection of clothing for the motorist, illustrated catalogue free.—Stockwell Rd., S.W.9. Bri. 6251. [7035]

COACHBUILDERS AND BODIES

GROUT & Co. (COACHBUILDERS), Ltd., 3, Imey Rd., W.6.—Coachwork; we can give a price for any job, large or small, on the spot; delivery in 14 days. [0509]

COOPER MOTOR BODIES, 253, Putney Bridge Rd., stock of bodies is considerable and varied; your enquiries invited, bodies bought; Cooper's patent roof carrier mounted on rubber, no drilling; £2/15. [10114]

TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2. Repairs executed of every description. [2753]

R. AKERS, Ltd., specialists in accident damage repair, reconditioning and retrimming.—Hanwell, W.7. Tel. 0296. [0032]

COMMERCIAL bodies, specially designed for customers' requirements, finest workmanship and reasonable cost with favourable deliveries.—Resall (Coachbuilders), Ltd., 10, Ealing Lane, Ealing, W.5. Tel. 4224. [0114]

MOTOR trimmings, large and varied, stocks held of upholstery material, headlining cloth, hoodings, floor felts; rubber matting, rubber strips, door handles, for motor bodbuilders, garage and motor agent repair work Trade enquiries only. [0032]

PIGGOTT BROS. & Co., Ltd. (Motor Trimmings Dept.), 220-226, Bishopsgate, London, E.C.2. [0451]

RONALD KENT (COACHBUILDERS), Ltd., specialists in panel beating, cellulose spraying and trimming, including specially styled and painted bodies and parts of coachwork, renovation and accident repair.—Coal Wharf Rd., W.12. (First turning left out of Shepherd Bush Central Road Station, Tel. She. 544, 102) [0114]

DAURALUMIN 22/6, 38/-; other gauges, 18/-, 10/-, 12/-, 14/-, 16/-, 18/-, 20/-, 22/-, 24/-, 26/-, 28/-, 30/-, 32/-, 34/-, 36/-, 38/-, 40/-, 42/-, 44/-, 46/-, 48/-, 50/-, 52/-, 54/-, 56/-, 58/-, 60/-, 62/-, 64/-, 66/-, 68/-, 70/-, 72/-, 74/-, 76/-, 78/-, 80/-, 82/-, 84/-, 86/-, 88/-, 90/-, 92/-, 94/-, 96/-, 98/-, 100/-, 102/-, 104/-, 106/-, 108/-, 110/-, 112/-, 114/-, 116/-, 118/-, 120/-, 122/-, 124/-, 126/-, 128/-, 130/-, 132/-, 134/-, 136/-, 138/-, 140/-, 142/-, 144/-, 146/-, 148/-, 150/-, 152/-, 154/-, 156/-, 158/-, 160/-, 162/-, 164/-, 166/-, 168/-, 170/-, 172/-, 174/-, 176/-, 178/-, 180/-, 182/-, 184/-, 186/-, 188/-, 190/-, 192/-, 194/-, 196/-, 198/-, 200/-, 202/-, 204/-, 206/-, 208/-, 210/-, 212/-, 214/-, 216/-, 218/-, 220/-, 222/-, 224/-, 226/-, 228/-, 230/-, 232/-, 234/-, 236/-, 238/-, 240/-, 242/-, 244/-, 246/-, 248/-, 250/-, 252/-, 254/-, 256/-, 258/-, 260/-, 262/-, 264/-, 266/-, 268/-, 270/-, 272/-, 274/-, 276/-, 278/-, 280/-, 282/-, 284/-, 286/-, 288/-, 290/-, 292/-, 294/-, 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1134/-, 1136/-, 1138/-, 1140/-, 1142/-, 1144/-, 1146/-, 1148/-, 1150/-, 1152/-, 1154/-, 1156/-, 1158/-, 1160/-, 1162/-, 1164/-, 1166/-, 1168/-, 1170/-, 1172/-, 1174/-, 1176/-, 1178/-, 1180/-, 1182/-, 1184/-, 1186/-, 1188/-, 1190/-, 1192/-, 1194/-, 1196/-, 1198/-, 1200/-, 1202/-, 1204/-, 1206/-, 1208/-, 1210/-, 1212/-, 1214/-, 1216/-, 1218/-, 1220/-, 1222/-, 1224/-, 1226/-, 1228/-, 1230/-, 1232/-, 1234/-, 1236/-, 1238/-, 1240/-, 1242/-, 1244/-, 1246/-, 1248/-, 1250/-, 1252/-, 1254/-, 1256/-, 1258/-, 1260/-, 1262/-, 1264/-, 1266/-, 1268/-, 1270/-, 1272/-, 1274/-, 1276/-, 1278/-, 1280/-, 1282/-, 1284/-, 1286/-, 1288/-, 1290/-, 1292/-, 1294/-, 1296/-, 1298/-, 1300/-, 1302/-, 1304/-, 1306/-, 1308/-, 1310/-, 1312/-, 1314/-, 1316/-, 1318/-, 1320/-, 1322/-, 1324/-, 1326/-, 1328/-, 1330/-, 1332/-, 1334/-, 1336/-, 1338/-, 1340/-, 1342/-, 1344/-, 1346/-, 1348/-, 1350/-, 1352/-, 1354/-, 1356/-, 1358/-, 1360/-, 1362/-, 1364/-, 1366/-, 1368/-, 1370/-, 1372/-, 1374/-, 1376/-, 1378/-, 1380/-, 1382/-, 1384/-, 1386/-, 1388/-, 13

SILENCERS
SERVAIS straight-through silencers, quicker and quieter, fitted by leading manufacturers; your dealer can supply; trade enquiries invited.—Servais Silencers, Ltd., Ashford Rd., London, N.W.2. Gladstone 6789

SITUATIONS VACANT
TESTER required, preferably with Ford experience, for S.W. London main dealer.—Box 7127. [2665]

STORES assistant required, preferably with Ford experience, for S.W. London main dealer.—Box 7126. [2665]

WANTED, receptionist for South West London Ford main dealers, write stating experience and salary required.—Box 6999. [1836]

PROGRESS man wanted by firm of repairing engineers to the motor trade in the London area.—Write giving details to Box 7125. [2665]

WANTED, fully skilled mechanic, one able to take charge of workshop North Kent area; write stating age, experience and salary required.—Box 7194. [2987]

WORKS manager required by firm of repairing engineers to the motor trade in the London area; must have held a similar post before.—Write giving details to Box 7124. [2665]

MOTOR insurance department of large firm of Lloyd's brokers requires clerk (male) with good experience of motor business, staff restaurant, good prospects.—Write Box 2.U.440, Deacon's Advertising, 36, Leadenhall St., E.C.3. [9600]

WORKING foreman required who has had a long and varied experience of at least 20 years in the trade; must be able to turn out really first-class work in a reasonable time and be familiar with all types of general repairs; commencing salary £450 per annum and bonus; Harrow district, must find own accommodation.—Box 7202. [3235]

SITUATIONS WANTED
COACH painter/sprayer 12 yrs. exp. brush and spray, keen and conscientious worker, 32 yrs. of age, requires responsible position.—Box 7111. [2615]

WORKS foreman, 39, desires similar position with prospects, London area; fully qualified all makes of cars, interviewing and estimating, 25 years' trade experience.—Box 7112. [2620]

GENERAL manager (41), Austin distributors, and M.Inst.B.E., life experience, highest qualifications and credentials, would consider change that offers increased scope for advancement.—Box 6581. [8648]

MOTOR engineer (English), age 35, at present employed as works manager for well-known firm in Africa, in English and American cars, seeks position in English London or country, available January.—Box 6855. [5978]

RICHFIELD.

SPEEDOMETER repairs.—Rev counters, electric and lever clocks by England's most prompt, efficient and economical service; immediate replacements for most types, others within 48 hours any make handled by our fully qualified staff, all repairs guaranteed.—See below.

SPEEDOMETER cables.—20,000 in stock, any make or type, state year, make and h.p.; all cables guaranteed.

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 11 years. [10070]

SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long-acre, London, W.C.2. Established 1912. [10165]

PRIDE & CLARKE, Ltd.—All spares in stock; speedometer heads repaired and set to zero from 15/-; quick service and quotations.—Stockwell Rd. S.W.9. Bri. 6351.

ROAD springs, all types repaired, fitted if required.

W. & G., Ltd., Seagrave Rd., Fulham, S.W.16. Tel. Fulham 6661 (three lines). [10706]

YOUNG'S MOTOR STORES—New road springs for Austin Sevens, Ten Hillman Minx Morris Eight, Ten, Twelve, Vauxhall Ten; lists free.—Young's, 32, Tooting Bec Rd., S.W.17. Balham 7791. [10687]

SUPERCHARGER Arnott's low-pressure 2-litre blower and carburettor, with A.C. manifold; bargain, £35.—Ladbroke 3511. [2655]

N.M.G., never been fitted, owner suddenly posted abroad, new price £89; any reasonable offer accepted.—Apply A. Renny-Tallyour, Junction House, Montrose.

ENGINEERING TUITION
FULL-time practical and works curriculum; departments of aeronautical, automobile and agricultural engineering; entrance by means of probationary term; Syllabus (state dept.) from the Registrar, College of Aeronautical & Automobile Engineering, Sydney St., Chelsea, S.W.3. Flaxman 0021. [0536]

NEW tyres and tubes in stock, all best makes and most sizes at list prices; also retreads from 35/- each.

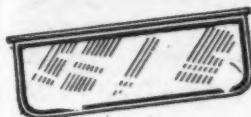
MARBLE ARCH MOTOR SUPPLIES, Ltd., 286-302, Camberwell Rd., London, S.E.5. Tel. Rod. 2181. [2787]

IMMEDIATE delivery 700X15, 650 and 700X16, 750X17; trade enquiries.—J. B. Tanebourne 30, Wilton Row, S.W.1. Sloane 4665. [1170]

SPEEDOMETERS

SHARMANS TYRE SERVICE for guaranteed deep tread remoulds:—

4.75X16, 46/6; 5.00X16, 50/6; 5.25X16, 52/6; 5.50X16, 57/6; 5.75X16, 59/6; 6.00X16, 67/6; 6.25X16, 69/6; 7.00X16, 85/6; 7.50X16, 94/6; 4.50X17, 45/6; 4.75X17, 54/6; 5.25X17, 50/6; 5.50X17, 56/6; 5.75X17, 58/6; 6.00X17, 61/6; 6.25X17, 63/6; 6.50X17, 65/6; 6.75X17, 67/6; 7.00X17, 69/6; 7.25X17, 71/6; 7.50X17, 73/6; 7.75X17, 75/6; 8.00X17, 77/6; 8.25X17, 79/6; 8.50X17, 81/6; 8.75X17, 83/6; 9.00X17, 85/6; 9.25X17, 87/6; 9.50X17, 89/6; 9.75X17, 91/6; 10.00X17, 93/6; 10.25X17, 95/6; 10.50X17, 97/6; 10.75X17, 99/6; 11.00X17, 101/6; 11.25X17, 103/6; 11.50X17, 105/6; 11.75X17, 107/6; 12.00X17, 109/6; 12.25X17, 111/6; 12.50X17, 113/6; 12.75X17, 115/6; 13.00X17, 117/6; 13.25X17, 119/6; 13.50X17, 121/6; 13.75X17, 123/6; 14.00X17, 125/6; 14.25X17, 127/6; 14.50X17, 129/6; 14.75X17, 131/6; 15.00X17, 133/6; 15.25X17, 135/6; 15.50X17, 137/6; 15.75X17, 139/6; 16.00X17, 141/6; 16.25X17, 143/6; 16.50X17, 145/6; 16.75X17, 147/6; 17.00X17, 149/6; 17.25X17, 151/6; 17.50X17, 153/6; 17.75X17, 155/6; 18.00X17, 157/6; 18.25X17, 159/6; 18.50X17, 161/6; 18.75X17, 163/6; 19.00X17, 165/6; 19.25X17, 167/6; 19.50X17, 169/6; 19.75X17, 171/6; 20.00X17, 173/6; 20.25X17, 175/6; 20.50X17, 177/6; 20.75X17, 179/6; 21.00X17, 181/6; 21.25X17, 183/6; 21.50X17, 185/6; 21.75X17, 187/6; 22.00X17, 189/6; 22.25X17, 191/6; 22.50X17, 193/6; 22.75X17, 195/6; 23.00X17, 197/6; 23.25X17, 199/6; 23.50X17, 201/6; 23.75X17, 203/6; 24.00X17, 205/6; 24.25X17, 207/6; 24.50X17, 209/6; 24.75X17, 211/6; 25.00X17, 213/6; 25.25X17, 215/6; 25.50X17, 217/6; 25.75X17, 219/6; 26.00X17, 221/6; 26.25X17, 223/6; 26.50X17, 225/6; 26.75X17, 227/6; 27.00X17, 229/6; 27.25X17, 231/6; 27.50X17, 233/6; 27.75X17, 235/6; 28.00X17, 237/6; 28.25X17, 239/6; 28.50X17, 241/6; 28.75X17, 243/6; 29.00X17, 245/6; 29.25X17, 247/6; 29.50X17, 249/6; 29.75X17, 251/6; 30.00X17, 253/6; 30.25X17, 255/6; 30.50X17, 257/6; 30.75X17, 259/6; 31.00X17, 261/6; 31.25X17, 263/6; 31.50X17, 265/6; 31.75X17, 267/6; 32.00X17, 269/6; 32.25X17, 271/6; 32.50X17, 273/6; 32.75X17, 275/6; 33.00X17, 277/6; 33.25X17, 279/6; 33.50X17, 281/6; 33.75X17, 283/6; 34.00X17, 285/6; 34.25X17, 287/6; 34.50X17, 289/6; 34.75X17, 291/6; 35.00X17, 293/6; 35.25X17, 295/6; 35.50X17, 297/6; 35.75X17, 299/6; 36.00X17, 301/6; 36.25X17, 303/6; 36.50X17, 305/6; 36.75X17, 307/6; 37.00X17, 309/6; 37.25X17, 311/6; 37.50X17, 313/6; 37.75X17, 315/6; 38.00X17, 317/6; 38.25X17, 319/6; 38.50X17, 321/6; 38.75X17, 323/6; 39.00X17, 325/6; 39.25X17, 327/6; 39.50X17, 329/6; 39.75X17, 331/6; 40.00X17, 333/6; 40.25X17, 335/6; 40.50X17, 337/6; 40.75X17, 339/6; 41.00X17, 341/6; 41.25X17, 343/6; 41.50X17, 345/6; 41.75X17, 347/6; 42.00X17, 349/6; 42.25X17, 351/6; 42.50X17, 353/6; 42.75X17, 355/6; 43.00X17, 357/6; 43.25X17, 359/6; 43.50X17, 361/6; 43.75X17, 363/6; 44.00X17, 365/6; 44.25X17, 367/6; 44.50X17, 369/6; 44.75X17, 371/6; 45.00X17, 373/6; 45.25X17, 375/6; 45.50X17, 377/6; 45.75X17, 379/6; 46.00X17, 381/6; 46.25X17, 383/6; 46.50X17, 385/6; 46.75X17, 387/6; 47.00X17, 389/6; 47.25X17, 391/6; 47.50X17, 393/6; 47.75X17, 395/6; 48.00X17, 397/6; 48.25X17, 399/6; 48.50X17, 401/6; 48.75X17, 403/6; 49.00X17, 405/6; 49.25X17, 407/6; 49.50X17, 409/6; 49.75X17, 411/6; 50.00X17, 413/6; 50.25X17, 415/6; 50.50X17, 417/6; 50.75X17, 419/6; 51.00X17, 421/6; 51.25X17, 423/6; 51.50X17, 425/6; 51.75X17, 427/6; 52.00X17, 429/6; 52.25X17, 431/6; 52.50X17, 433/6; 52.75X17, 435/6; 53.00X17, 437/6; 53.25X17, 439/6; 53.50X17, 441/6; 53.75X17, 443/6; 54.00X17, 445/6; 54.25X17, 447/6; 54.50X17, 449/6; 54.75X17, 451/6; 55.00X17, 453/6; 55.25X17, 455/6; 55.50X17, 457/6; 55.75X17, 459/6; 56.00X17, 461/6; 56.25X17, 463/6; 56.50X17, 465/6; 56.75X17, 467/6; 57.00X17, 469/6; 57.25X17, 471/6; 57.50X17, 473/6; 57.75X17, 475/6; 58.00X17, 477/6; 58.25X17, 479/6; 58.50X17, 481/6; 58.75X17, 483/6; 59.00X17, 485/6; 59.25X17, 487/6; 59.50X17, 489/6; 59.75X17, 491/6; 60.00X17, 493/6; 60.25X17, 495/6; 60.50X17, 497/6; 60.75X17, 499/6; 61.00X17, 501/6; 61.25X17, 503/6; 61.50X17, 505/6; 61.75X17, 507/6; 62.00X17, 509/6; 62.25X17, 511/6; 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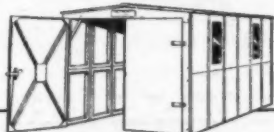
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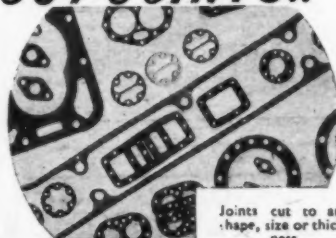
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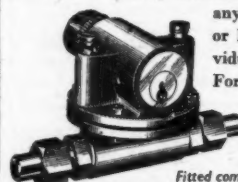
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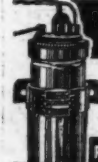
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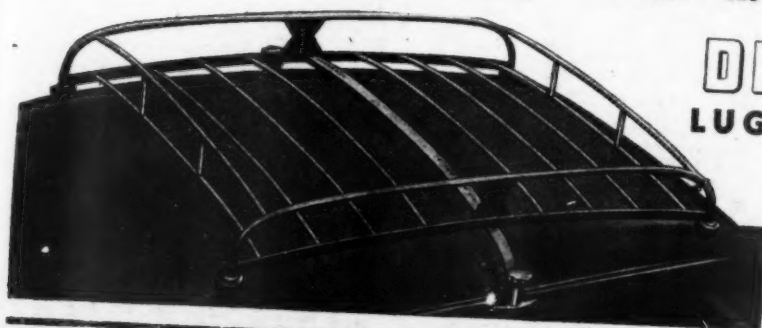
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